



## **Scoping Summary Report**

### **Appendix B: Scoping Comments**

**June 2015**



**Planning and Technical Services  
RFP P27818  
Task Order No. 2014-LRSRP-5**



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## APPENDIX B: SCOPING COMMENTS

This appendix contains all of the comments received during the Scoping period, as well as meeting summaries that document each Scoping meeting's proceedings, the questions posed by attendees, and responses provided by MARTA staff. **Table B-1** below provides an outline of the items that are included within this appendix and which begin after page B-2.

**Table B-1: Overview of Appendices Included within Appendix B**

Appendix	Title	Description
B-1	Scoping Period Comments – Comment Card and Online Comments	Complete listing of all comments received during the Scoping period via the comment card, which was made available in-person at the Scoping meetings and online (reprinted at beginning of appendix), as well as the online survey instrument, organized by question
B-2	Scoping Period Comments – Email Comments	Complete listing of all email messages sent to the project inbox ( <a href="mailto:Connect400@itsmarta.com">Connect400@itsmarta.com</a> ) during the Scoping period
B-3	Public Scoping Meeting – Map Comments	Complete listing of all comments that were made on the aerial roll plots during the Public Scoping meetings
B-4	Scoping Period Comments – Employment Center Locations	Picture of the display board that was used to solicit feedback regarding home and work locations at the Public Scoping meetings
B-5	Public Scoping Meeting – Meeting Notes	Summary of the proceedings, questions posed, and responses provided at each of the three Public Scoping meetings
B-6	Agency Scoping Meeting – Meeting Notes	Summary of the proceedings, questions posed, and responses provided at the Agency Scoping meeting
B-7	Expanded PSC Scoping Meeting – Meeting Notes	Summary of the proceedings, questions posed, and responses provided at the Expanded PSC Scoping meeting
B-8	Local Officials Briefings – Meeting Notes	Summary of the proceedings, questions posed, and responses provided at several briefings with local elected officials during the Scoping period

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## **Scoping Summary Report**

### **Appendix B-1: Scoping Period Comments – Comment Card and Online Comments**

**June 2015**



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RFP P27818  
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This appendix provides a complete compilation of all comments received during the Scoping period via the Scoping comment cards, which were made available at each Scoping meeting and on the MARTA project website throughout the Scoping period, as well as through the online survey instrument. The Scoping comment card and online survey form, which appear in **Appendix A-7**, are reprinted prior to the responses to provide some context as to how the comments displayed within this appendix were solicited.

It should be noted that the responses on the following pages have been grouped by question, not respondent, and the relevant survey questions are reprinted at the top of each page for easy navigation. The questions presented in the table below formed the basis of the responses that follow.

Question Number	Question Text	Beginning Page
1	Do you agree with MARTA's proposal to extend high capacity transit service up the GA 400 Corridor to the Forsyth County line?	5
2	Why or why not?	
3	The Locally Preferred Alternative (LPA) approved by the MARTA Board consists of heavy rail transit (HRT) that would be constructed on fixed guideway extending from North Springs Station, crossing to the west side of GA 400 north of North Springs Station and south of Spalding Drive, and crossing back to the east north of the Chattahoochee River. This is referred to as the East-West-East HRT alternative. MARTA is also considering two lower cost alternatives — bus rapid transit (BRT) in the same alignment as the East-West-East HRT alignment and BRT in future GA 400 Managed Lanes. Please indicate which of these three options you believe will best improve the commuting experience in north Fulton County?	30
4	Please explain why you think one of the alternatives is better than the others.	
5	The environmental review will include findings from a detailed analysis of impacts that project implementation will have along the corridor. MARTA is also seeking input from stakeholders in the corridor on any issues or opportunities we need to be aware of as we continue planning. Please list any issues or opportunities that you would want us to be aware of before finalizing the project.	56
6	Please take a moment to share any additional comments about the GA 400 Corridor.	
		76

Comments received via the project's email inbox are included within **Appendix B-2**.



# 2015 Environmental Scoping – Comment/Online Survey Form

*Please take a moment to share your views on the GA 400 Transit Initiative with us.  
We want and need your input! Thank you!*

Your Name: \_\_\_\_\_

Email Address: \_\_\_\_\_ Phone Number: \_\_\_\_\_

Mailing Address: \_\_\_\_\_

Would you like to receive notices of upcoming meetings? \_\_\_\_\_

1. Do you agree with MARTA's proposal to extend high capacity transit service up the GA 400 Corridor to the Forsyth County line? Why?

☐

Agree

☐

Disagree

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2. The Locally Preferred Alternative (LPA) approved by the MARTA Board consists of heavy rail transit (HRT) that would be constructed on fixed guideway extending from North Springs Station, crossing to the west side of GA 400 north of North Springs Station and south of Spalding Drive, and crossing back to the east north of the Chattahoochee River. This is referred to as the East-West-East HRT alternative. (A map of potential station locations is included on the reverse side of this form).

MARTA is also considering two lower cost alternatives — bus rapid transit (BRT) in exclusive lanes along the same alignment as the East-West-East HRT alignment, and BRT in future GA 400 Managed Lanes.

Please indicate which of these three options you believe will best improve the commuting experience in north Fulton County?

☐

HRT

☐

East-West-East BRT

☐

BRT in Managed Lanes

Please explain why you think one of the alternatives is better than the others?

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3. The environmental review will include findings from a detailed analysis of impacts that project implementation will have along the corridor. MARTA is also seeking input from stakeholders in the corridor on any issues or opportunities we need to be aware of as we continue planning. Please list any issues or opportunities that you would want us to be aware of before finalizing the project.



# 2015 Environmental Scoping – Comment/Online Survey Form

4. Please take a moment to share any additional comments about the GA 400 Corridor.

*Please return your completed comment form  
before leaving this public meeting or mail it by  
**May 11, 2015** to:*

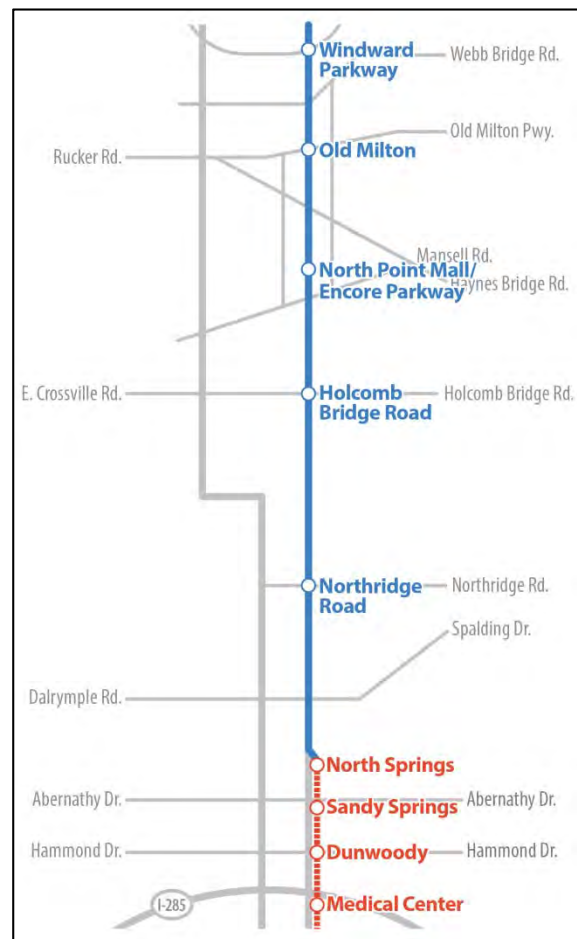
*Mark Eatman  
MARTA - Office of Transit Systems Planning  
2424 Piedmont Road, NE  
Atlanta, GA 30324-3311*

*For more information or to submit comments  
online:*

- *Contact Mark Eatman,  
MARTA Project Manager at  
(404) 848-4494,*
- *E-mail the project team at  
[Connect400@itsmarta.com](mailto:Connect400@itsmarta.com), or*
- *Visit: <http://www.itsmarta.com/north-line-400-corr.aspx>,*



**Map of Proposed Station Locations**





# GA 400 Corridor Transit Initiative

## Public Information Meetings

### April 2015

CARD

1. Do you support the extension of high capacity transit in the GA 400 corridor? ☐ YES ☐ NO

2. The Locally Preferred Alternative (LPA) approved by the MARTA Board consists of heavy rail transit (HRT) that would be constructed on fixed guideway extending from North Springs Station, crossing to the west side of GA 400 north of North Springs Station and south of Spalding Drive, and crossing back to the east north of the Chattahoochee River. This is referred to as the East-West-East HRT alternative. (A map of potential station locations is included on the reverse side of this form). MARTA is also considering two lower cost alternatives — bus rapid transit (BRT) in exclusive lanes along the same alignment as the East-West-East HRT alignment and BRT in future GA 400 Managed Lanes. Please indicate which of these three options you believe will best improve the commuting experience in north Fulton County?

☐ East-West-East HRT ☐ East-West-East BR ☐ BRT in Managed Lanes

3. Please provide any additional comments or list issues and opportunities we should be aware of:

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NAME: \_\_\_\_\_ EMAIL: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

*(If preferred method of communication.)*

**CARD REPEATS HERE**

**Q1 and Q2: Do you agree with MARTA's proposal to extend high capacity transit service up the GA 400 Corridor to the Forsyth County line? Why or why not?**

- Yes Traffic!
- Yes NA
- Yes NA
- Yes NA
- No Ridership would certainly not increase. People are used to driving their cars, not taking a train. What is needed are more Traffic lanes throughout North Fulton County.
- Yes Left Blank
- Yes Left Blank
- Yes This will help alleviate congestion on 400.
- Yes We have been paying for MARTA and want to use it! Economic development tool; help those without cars/driver's license; seniors; students; all citizens who support alternatives. Frustrated in traffic.
- Yes Ease of access to Atlanta, relieve congestion on Holcomb Bridge and 400.
- Yes Traffic -MARTA rail line would be awesome.
- Yes To ease traffic congestion.
- Yes There is an overwhelming needing for on efficient transit system (preferable HRT) to serve the growing population of N. Fulton and to relieve the serious congestion on GA 400.
- No It's unnecessary. Bad the for parks around Roswell, Holcomb Bridge station is a humble idea. Where will people park? Will a rail line be built over the Chattahoochee over the trails I bike and run on? A waste of money.
- Yes Yes - to alleviate traffic congestion and provide other transportation options.
- Yes There are many people who can't Drive for various reasons. Also some can't afford cars -public transportation is needed.
- Yes Only public transit can help relive this amount of traffic snarl.
- Yes For easy and eco friendly commutation to midtown and downtown
- Yes It would benefit the residents in the area of the project. Many Metro Atlanta residents north of the Perimeter don't even consider going into the city for anything due to issues like heavy traffic, parking availability, etc. Extending the MARTA line would allow for alternate ways to connect people in those areas with the rest of Metro Atlanta. It would also benefit the businesses in the area of the project by allowing residents in other MARTA serviced areas the ability to reach amenities in North Atlanta such as the Verizon Amphitheatre, North Point Mall, etc. Overall, it could help reduce traffic related pollution in Atlanta.
- Yes to alleviate congestion & provide faster, greener transportation options for North Atlanta OTP to connect to ITP & east/west locations.
- Yes Citi is growing and Marta would cut down traffic and srivng
- Yes This corridor is so congested that it takes minimum an hour from suburbs to the perimeter district.
- Yes That will save time for many and will help region grow.
- Yes We have too much traffic!
- Yes Lacks minimum needed public transit
- Yes Beats sitting in traffic
- Yes Heavy Traffic
- Yes this will ease up the heavy traffic on GA400
- Yes This is a much needed service. In the past few years, number of people working in Atlanta and commuting from Alpharetta/Cumming area increased drastically. GA 400 is congested and many are spending valuable time and resources in hours long commute to Atlanta. I am pretty sure most in Alpharetta will support this great initiative,
- Yes This will relieve the existing congestion in GA 400
- Yes Horrible GA 400 traffic these days
- Yes To reduce traffic on 400

**Q1 and Q2: Do you agree with MARTA's proposal to extend high capacity transit service up the GA 400 Corridor to the Forsyth County line? Why or why not?**

- Yes Will reduce the traffic woes on 400 and makes the commute to South of the city more pleasant
- Yes Public Transit in this corridor is needed to keep Atlanta as a world class metro.
- Yes Would be nice to have service on MARTA extending north where there isn't any at the moment, but would also like to minimize the destruction of residential areas, schools, and parks. Rail line should go through commercial areas only and stay west of GA400.
- Yes This will keep the economy of our state strong
- Yes This project will attract more employers this developing economy of this corridor, the Metro Atlanta region and the State.
- Yes I agree because it makes sense. A city the size of Atlanta requires a better rail system.
- Yes More corporations are willing to relocate to this corridor if this transit is provided.
- Yes I think it will be great!
- Yes This Corridor is paying MARTA tax for decades now and still yet to get this long overdue service
- No MARTA is an eyesore for any community that it passes through.
- Yes All of us are waiting for this.
- Yes To lessen the congestion on 400 during weekday rush hour.
- Yes This project is essential to meet the needs of this corridor.
- Yes long needed project.
- Yes Traffic is a nightmare in North Fulton.
- Yes It would be great that people who live in Alpharetta or Johns Creek can take MARTA to downtown. It will help to decrease the traffic issues on and around Atlanta
- Yes I have been traveling downtown for 8 years and the MARTA has been crucial. However, due to traffic problems, my commute is 1.5 hours daily. Any effort to alleviate the GA 400 traffic beast will have immediate financial and quality of life impact for me.
- Yes More employers are willing to relocate if MARTA serves this corridor
- Yes Highways are congested. Mass transit is needed to provide transportation options other than cars. MARTA rail needs to expand to Kennesaw State, Emory, Stone Mtn., Six Flags, Mall of Georgia, Atlantic Station.
- Yes The corridor is one of the largest employment centers in the Atlanta region.
- Yes There's too much traffic on 400 and taking the bus to North Springs takes too long. Especially since the opened the break down lane for traffic.
- Yes Ever expanding 400 is not a solution. Mass transit is. However only if done right, trains every 10 minutes and buses traversing the East-West routes to the train stations.
- Yes Public transit in this corridor will make life easier.
- Yes Needed to alleviate traffic. Significant number of businesses in the corridor makes it a logical decision.
- Yes it's the only way to address congestion
- No i think those people would still prefer to drive since they made a choice to be further out. many are further out for various reasons and still wouldn't take public transportation. so many jobs require the use of your car during the day (sales jobs/meeting with clients) and it wouldn't be feasible. Most people I know don't even want to ride it to the airport (which is the most convenient way) due to beggars, fights, unsavory riders, drunks. Basically safety and sanitary reasons, so these same people living in \$500,000+ houses with their luxury cars are still not going to ride the rail service.
- Yes We need answers to reduce traffic in Atlanta.
- Yes This will relieve congestion in GA 400.
- Yes MARTA needs to expand its footprint to areas outside the perimeter. In particular they should extend to the north half and 400 would be a great start.
- Yes Because 400 commuting is hell



**Q1 and Q2: Do you agree with MARTA's proposal to extend high capacity transit service up the GA 400 Corridor to the Forsyth County line? Why or why not?**

- No more transit access is needed for traffic clogged areas ITP, those a\*\*holes OTP chose to live there. f\*\*\* them, let them rot in their boring s\*\*\*hole suburban big box store land of strip malls and applebees. georgia tech and emory and the cdc and other population/employee centers deserve marta rail lines more. charge a congestion tax for people who drive ITP from OTP. It's that simple.
- Yes The rush hour traffic GA 400 between Windward Pky and I-285 is a strong deterrent for people in seeking employee opportunities downtown. HRT will allow commuter to easily transit to work site located downtown and beyond.
- Yes Fulton county residents deserve a different option than driving when they have been paying taxes that go to MARTA since the 70s. South DeKalb deserves it too
- Yes Makes the city more accessible via public transit. This may also reduce traffic if more people use public transit.
- Yes I believe that MARTA will eventually grow to serve as commuter rail into the City of Atlanta and that the streetcar network will grow within the City to serve for closer connections. It's vital that we better connect the suburbs to the city to grow as a region.
- Yes There has been a long-running movement, as well as legislative action within the last two years, for the cities of North Fulton to secede and reform the failed Milton County. Though it has been foiled in large part due to the Georgia Constitution's limits on the total number of counties, the limit could be amended. If Milton County were to be resurrected from what is now North Fulton, would Milton County be bound to MARTA membership in order to payoff such capital debt (bonds) which was incurred for the substantial cost of HRT infrastructure which will be in the affected jurisdictions? What mechanism exists to protect against these stations and (guideways) becoming white elephants and the funds wasted if Milton County is recreated and refuses to maintain MARTA membership?
- Yes It's critical to have quick access to jobs in North Fulton WITHOUT having to transfer to the bus.
- Yes It is desperately needed. The area is insanely congested for most of the day.
- Yes Easier transportation for commuters. Traffic is terrible!
- Yes Need to reduce traffic, save energy, improve quality of life, increase tax base.
- Yes With the expansion of jobs having a reliable Alternative transport is needed
- Yes auto traffic needs to be reduced dramatically
- Yes So many people travel from Forsyth county to Atlanta every day. Why isn't there public transit in place already? This is one of the worst traffic cities in the nation and NOTHING has been done to address getting cars off the road.
- Yes Should help with commuter traffic. Help with economic growth up 400. Helps commuters have better options for those who live and work up and down the 400 corridor.
- Yes This community loves public transit over highways.
- Yes The current infrastructure cannot meet the projected growth of this corridor.
- Yes Heavy rail is needed to improve connectivity in a more connected world. Environmental improvements coupled with some congestion relief and travel options make it a no-brainer.
- No We don't need marta. People up here have cars
- Yes A quick and faster commute needed to maintain our current employers needs
- Yes Public transit is good for health and purse.
- Yes Without this project, this region will lag economic development.
- Yes GA 400 becomes a gridlock often.
- Yes It will reduce traffic.
- Yes We need public transit.
- Yes to lessen traffic
- Yes This part of Fulton county needs public transit
- Yes it is needed
- Yes Too many cars make too much pollution
- Yes It will make it easier for people, who live in North Fulton to take MARTA.

**Q1 and Q2: Do you agree with MARTA's proposal to extend high capacity transit service up the GA 400 Corridor to the Forsyth County line? Why or why not?**

- Yes Reduce traffic on GA 400
- Yes Improve traffic flow, decrease pollution. Public Transit needs to be part of the overall Transportation Options. Busses can go no faster than cars on the roads, thus need Rail service
- Yes The aging population in this corridor needs more public transit than highways.
- Yes It should have been done years ago - it's about time they finally got around to it.
- Yes Takes too long to get to north springs
- Yes I sit in traffic each day on GA 400
- Yes We are too big of a city not to have expanded trains. Look at Houston. Its a terrible city!
- Yes I grew up in NYC and lived in London. Our mass transit pales in comparison (is not world class). If Atlanta wants to grow we need to address the horrific traffic problem which sucks time, money and the life out of our residents and businesses.
- Yes This will help greatly with the commute into Atlanta for work which can currently be up to 2 hours on weekdays, while as quick as 48 minutes on weekends. Business-wise, this also helps us compete with other large cities (for example Washington DC, Boston, and NYC) that have mass transit that connect the suburbs to the city which will help bring in higher quality candidates with families to the businesses in downtown Atlanta.
- Yes would make an easier commute to work
- Yes Because traffic on SR400 is horrible.
- Yes As it is, for those who live exit 7 and north, it is not time efficient to ride MARTA, but with a station at Holcomb or Mansell I would definitely ride MARTA.
- Yes Traffic
- Yes Residents in the area need options. There are nearly 1000 apartments in a quarter mile radius of the area west of 400 where many of the residents really can't afford to own automobiles but are forced to. Making it possible for a few of these residents let go of a car would dramatically change their economic situation. Further, you can see more and more people commuting from ITP to employment centers in Alpharetta. Many of these commuters live near a MARTA station but can't use it because it doesn't go where they need to go. Finally, having rail near the hundreds of existing apartments west of 400 would elevate the desirability of these apartments to professionals who commute but want to live near the Chattahoochee river. It might let these complexes improve over time.
- No I would rather spend the money on other types of infrastructure - expanding roads, etc. There is no good reason for public transportation up into Roswell and Alpharetta. I moved to Roswell to get out of the city, not have the city expand to me.
- Yes Riding the train during rush hour especially, the vast majority of riders are business people commuting to and from work. Some of these commuters transfer to a bus at North Springs, but most drive. The existing rider base wants more stations further north, which in turn could increase ridership. Furthermore, it will reduce traffic congestion on GA 400 from people who drive to the northernmost station now.
- No Its unnecessary. Cost too much. Impact on Roswell Parks very negative. Rail going over the river - who wants to hear that. Add to Holcomb Bridge congestion.
- No Anytime Marta extends into an area so does the crime
- Yes Current last stop location is not convenient for residents of Roswell, Alpharetta, Johns Creek, etc.
- Yes North Fulton needs public transit.
- Yes It will allow residents in the Alpharetta area to commute to and from Atlanta.
- Yes I work downtown and would help my commute.
- Yes Traffic on 400 has increased dramatically since the toll booths were closed and people need alternatives.
- Yes Whatever percentage of cars this eliminates from the highways it is a step in the right direction. Also it will bring commerce to our stores, restaurants and other venues. Prosperity is good for everyone, look at Sandy Springs particularly the perimeter mall area for an example of where we can be if we expand properly.
- Yes Because it is badly needed.

**Q1 and Q2: Do you agree with MARTA's proposal to extend high capacity transit service up the GA 400 Corridor to the Forsyth County line? Why or why not?**

- Yes - Improve traffic! Traffic is currently horrendous on 400. With all of the development taking place in North Fulton, commuters (both to and from North Fulton) need better options. It will also give companies better access to qualified employees. -Help the environment.
- Yes This will provide much needed access via convenient transit.
- Yes Because commuting from North Fulton to the North Springs station takes too long
- Yes Environmental impact, traffic reduction, and economic development
- Yes TRAFFIC, SAFETY
- Yes Traffic will only get worse.
- Yes I like the idea of a station closer to my home at Mansell or Holcomb Bridge
- Yes make it easy to get downtown.
- Yes It would make commuting much easier
- Yes Have you ever tried to travel HWY400 at about 0800? You will clearly see that congestion is to the point where people would rather move or take a different job than deal with it....its ridiculous. It takes more time to travel anywhere than it is worth.
- Yes Bring it to where people live
- Yes Better connectivity/access to alternative transportation.
- Yes Need to reduce traffic and provide Marta options
- Yes As an epileptic living near Alpharetta, this would make my life so much easier. I rely on public transportation because I cannot drive myself.
- No Increased crime that comes with extension of MARTA lines.
- Yes Traffic!!! this would only HELP
- Yes Reduce traffic from Sandy Springs in-town and to have access to rapid transit to Northern Towns. Have traveled the world and all major cities have better transit than Atlanta. To attract young people, this is a must.
- Yes Left Blank
- Yes Traffic on GA 400 is bad -we are already paying the 1% MARTA tax, so give more mass transit from Roswell please.
- Yes Reduce traffic, save energy, reduce pollution, increase jobs, increase tax base; all will improve quality of life for people in North Fulton.
- Yes I use marta today and it is a viable alternative to driving
- Yes GA 400 is unable to handle current traffic needs
- Yes The commute into Downtown Atlanta is awful. We need a way to get more cars off the road.If MARTA were to run from Windward Parkway most of my neighbors who have to commute into Downtown would definitely take the train.
- Yes Offer services to those that live in that area as well as ease traffic
- Yes Get more cars off the road
- Yes Decrease traffic
- Yes ANY Marta expansion is sorely needed. Get more cars off the already congested highways!
- Yes Because I will be able to use the line more
- Yes Reduce traffic congestion, and reduce air and noise pollution. Helps to bring Atlanta into the 21st century regarding transportation.
- Yes I like riding MARTA to get downtown (Hawks games, Sweetwater 420 Festival, etc.) and to the airport. It would be more convenient if I could get on at Holcomb Bridge or anywhere closer than the North Springs station.
- Yes It will make the northern region more competitive business wise.

**Q1 and Q2: Do you agree with MARTA's proposal to extend high capacity transit service up the GA 400 Corridor to the Forsyth County line? Why or why not?**

- Yes We need to lessen the heavy volume on the roads. The mass transit system in Atlanta should have been addressed YEARS ago. All officials "in charge" knew Atlanta would grow. However, now since the Transit System was ignored, we face more tax increases and a MUCH higher end amount to construct this extension. Let's go forward now before the price tag Zooms to even more excessive levels.
- Yes Could help to reduce traffic into downtown/airport and provide suburb customers with additional options.
- Yes Blank
- Yes To serve more people and provide alt. transportation.
- Yes I live on Windward Pkwy, and I find it crazy that I need to make a 20 min drive before I can get on a MARTA train. It makes me not use MARTA.
- Yes relive traffic everyday. I am sure I will use it al the time. Same me from driving to Doraville or NorthSprings.
- No Too disruptive to Sandy Springs neighborhoods.
- Yes We al will benefit by having option not to use cars.
- No It is not good for residence in these area.
- Yes Absolutely support this Project, and think that it's realization would be of great benefit to the environment, economy and quality of life in the region.
- Yes Blank
- Yes This project is needed to keep this corridor economically vibrant.
- Yes I would like to spend less time commuting each day. I currently spend about 2 hrs 15 minutes getting from Roswell to Midtown.
- Yes As a daily commuter from Roswell to Buckhead, the AM/PM commute volume on 400 seems to increase almost monthly. This would dramatically improve my quality of life and commute.
- Yes It is important to serve the new class of workers that favor transit over auto vehicles. We have to keep up with other cities who have a good rapid transit system.
- Yes Convenience but concerned about usage because of safety, cleanliness and crime. That seems to be why people are no riding now.
- Yes More Transit=Less Vehicles
- Yes Yes. GA400 is a battle both ways during rush hour.
- Yes Relieving traffic congestion on GA 400; access to new GA State Campus @ Old Milton Parkway; access to airport.
- No Residents don't need it. We have money for cars, and aren't interested in other residents visiting our community.
- Yes Jobs!
- Yes traffic is awful on 400 and in the Atlanta area in general
- Yes Traffic on 400 to/from the North Springs station is terrible. Being able to divert some of that traffic onto mass transit would help make everyone's commute easier.
- Yes To alleviate traffic congestion and poor air quality in the north metro area, HCT can accomplish both at the same time. It will also delay a revolt from the north metro Atlanta taxpayers who contribute to the MARTA system without direct observable benefit to their community.
- Yes It will help reduce traffic on GA 400.
- Yes So many people commute down the 400 corridor daily, extending MARTA would give a valuable alternative to sitting in traffic.
- Yes To ease the continuous traffic problems in North Fulton.
- No It is becoming Atlanta out here and isn't that what Atl. is for. I want to keep the "country" feel to Roswell.

**Q1 and Q2: Do you agree with MARTA's proposal to extend high capacity transit service up the GA 400 Corridor to the Forsyth County line? Why or why not?**

- Yes There is a large Hispanic community that would benefit by finding jobs in the city. Obviously, there is also hope this would relieve congestion on 400. The extreme congestion makes it impossible to consider jobs ITP without sacrificing 10-20 hours of commute time that should be spent with growing families with children.
- No Marta is run poorly as a company and it doesn't go anywhere. Especially with the stadiums all moving. All day all I pass is empty buses and trains
- Yes 100% in! There are WAY too many cars on GA400 and this would provide an option for commuters to get in to town.
- Yes MARTA Service will help reduce traffic on our congested roads and drive progressive growth in communities like Roswell.
- Yes Transit is needed for the large population in that area.
- Yes convenience, less traffic
- Yes North Fulton lacks public transit.
- Yes Because congestion on 400 is too much.
- Yes very much needed alternative to driving in a very congested corridor
- Yes This corridor lacks public transit.
- Yes I like HRT
- Yes We live in Roswell and love riding Marta
- Yes Atlanta needs to improve its public rail lines to be a modern city and to help with traffic
- Yes It will help with congestion and economic development.
- Yes Provides the next step in a fully integrated local transit system.
- Yes it will reduce pollution and save lot of travel time. Hope to get it sooner than 2017
- Yes relieve congestion, improve travel time and additional bus service
- Yes Providing alternative transportation from the suburbs to the cities more dense areas is critical for continued economic growth. It's annoying that rail is limited to the central part of the city. The system is for commuters (mostly), so it makes sense that the system should extend to where commuters can more effectively use the system to commute.
- Yes Yes but Takes 30 minutes during rush hour just to get to 400. Need a rail station farther west of 400, at Alpharetta Hwy and 92
- Yes We need less car dependence.
- Yes I would also like to see Bus rapid transit. We do need expand bus service
- Yes Area is experiencing dramatic growth and better public transportation options are needed.
- Yes Reduce street traffic and make MARTA more useful!
- Yes North Fulton lacks public transit and is needed to maintain the standard of life.
- Yes Continued development in the Northern suburbs.
- Yes MARTA's expansion is long over-due and future plans should have been under consideration at the time Sandy Springs and North Springs were constructed. GA 400 has reached near capacity in vehicle traffic during rush hour commutes, over the last 10 years with the growth in Alpharetta and the corridor as a whole, there is now heavy traffic flow in both north-south directions. Heavy Rail capacity, when available, can easily be adjusted as volume demands, and can be a safer, more convenient and reliable alternative to single vehicle ridership.
- Yes I sit on GA 400 every weekday for 3 hours to get from Milton to Coca-Cola headquarters. I want my time back!
- No It will require a never ending subsidy. It will never have adequate ridership. It will bring in the unwanted criminal element causing a rapid increase in robbery; personal and home. Where is the study showing the realistic, not the one being used, ridership to justify this project??
- Yes YES - because traffic on 400 is SO terrible!!!! I could then get to work on Old Milton Parkway via MARTA!!! It would be awesome!!

**Q1 and Q2: Do you agree with MARTA's proposal to extend high capacity transit service up the GA 400 Corridor to the Forsyth County line? Why or why not?**

- Yes It has the population density to support it. factor in the traffic problems of 400 and you have a perfect opportunity to let MARTA Impact atlanta and truly take cars off atlanta metro roads.
- Yes There is a lot of employment up along the GA-400 corridor (and hence a lot of traffic). Yet, current transit isn't meeting the needs of those who work there who want to take transit.
- Yes too many cars on the roads including big Trucks.
- Yes I currently commute from Roswell down GA-9 and GA-400 to North Springs. Would much prefer eliminating most of my drive on the already-congested main arteries in favor of a longer train ride.
- Yes We believe in public transit. It is easy, keeps environment clean and health good.
- Yes People will only begin using MARTA when it has better reach around the sprawling Atlanta Metro Area. If this is a bus line, nobody will use it, as most would rather drive than ride a bus, but if the train reached all the way to Verizon Wireless, the many people from the city will ride the train to concerts and other destinations in the north, and people from the suburbs will begin riding the train to the airport and other downtown destinations.
- Yes Because this would complement the current MARTA system extraordinarily well and make it much more viable for the region's citizens who need access to places far beyond the perimeter.
- Yes MARTA needs to maximize its footprint in Fulton County to show its effectiveness and help show the other counties the benefit. Right now getting to MARTA only saves a limited amount of time from the north point station getting into the city. The further up north you go, the more likely you can add more ridership.
- Yes Extends mass transit into a rapidly growing area of Greater Atlanta and provides viable alternatives to the already highly congested GA 400 roadway.
- Yes I work in the area and the option for public transit excites me! I love living in the city and working in the suburbs, but the drive can sometimes be rough.
- Yes Help people to get round, reduce congestion and pollution.
- Yes The volume of traffic traveling south would benefit significantly, the travel times would be reduced, the city would become more accessible to more people.
- Yes There is a lot of demand for travel back and forth between the Alpharetta area, Perimeter Center, Downtown, and the airport. Travelers should have options. The current system of local buses does not compete well with driving, which is already a horrible option.
- Yes Necessary given the area's growth and congestion.
- Yes i would consider taking marta vs. driving in traffic if it were extended north near my neighborhood
- Yes Ease up traffic situation on GA 400 as well as its more environmentally sustainable solution
- No What will it accomplish? Except for last year, (Let's also note all the cut backs) Marta has been a financial nightmare. It was a great concept poorly and politically executed. It will not reduce traffic and it will get people where they want or need to go. Where is the history or studies they show otherwise.
- Yes will cut down the commute time and traffic will get lot better on GA 400.
- Yes There are currently limited roadway options for drivers traveling in from north of the perimeter. This would help to clear up travel on GA 400 during morning and evening rush hour tremendously. I also believe it allows travelers coming from intown neighborhoods to enjoy the restaurants and opportunities available in the northern areas of town.
- Yes Commute to work would be cut in half
- Yes I used to live in the city of Atlanta and moved to Alpharetta for better school options for my children. I use the transit system daily and get a monthly pass. However with traffic the way it is and the lack of transit out this way my family and I decided it would be best to move back into the city simply because of the traffic issues. If this project moves forward it will open an option for us to stay in North Fulton which is where we truly desire to be. The railway is a much more convenient system than the buses up this way because of such heavy traffic.
- Yes TRAFFIC!!
- Yes We pay for it



**Q1 and Q2: Do you agree with MARTA's proposal to extend high capacity transit service up the GA 400 Corridor to the Forsyth County line? Why or why not?**

- Yes look at GA400 at Mon-Fri, 6am-9am, 3pm-7pm. This is your reason
- Yes Too much automotive traffic on GA 400. Traffic will ultimately stifle commercial / economic growth along the GA 400 corridor.
- Yes North Fulton residents spend too much time in traffic
- No Because the number of people who would use it would be MINIMAL vs the cost. 99% of Commuters driving FROM Alpharetta cannot & will not use it. My family & I also lived off of Valley View & Ashford Dunwoody road in a nice home development (\$425K homes) when the new MARTA stations were added near Perimeter Mall. Within a few months, crime skyrocketed with our home and car being burglarized. The mall became unsafe as well. We moved to Alpharetta because of this!! We do NOT need it in Alpharetta!!! Let's keep our area SAFE; and let's be honest, it's not helping commuters get south.
- Yes More employers will come to Metro Atlanta.
- Yes Public transportation helps manage traffic and encourages density.
- Yes This plan will keep up the economic strength of this corridor
- Yes The purpose is transportation that doesn't involve getting on 400 which is a nightmare.
- Yes We need it . Another option instead of sitting in traffic
- Yes I agree because I take Marta heavy rail four times a week from the North Springs station to downtown. I also feel there is a huge need for more assessable Public Transportation in North Fulton.
- Yes It should have been done 20 years ago. Traffic is just going to get worse and worse without rail service in north Fulton.
- Yes I think that this would be great for commuting downtown and reducing traffic on GA400. I would definitely use this service.
- Yes This will reduce traffic in and around north springs station. This will take cars off the road, reducing air pollution.
- Yes This will reduce traffic in and around north springs station. This will take cars off the road, reducing air pollution.
- Yes Increased travel demand and resulting congestion generated by employment and population growth
- Yes I live near Marta transit downtown and work in Alpharetta. 400 is always so backed up with traffic and I hate being a part of the problem by adding another car to the road. It would greatly improve the quality of my life and the traffic conditions on 400 to have another option for getting in and out of the city.
- Yes Lots of people travel that colorist and the road can't hold that much traffic
- Yes Increases transit options in an increasingly more congested city
- Yes Public Transportation is needed to get to jobs downtown from Alpharetta/Johns Creek.
- Yes I rely on MARTA
- Yes Traffic is horrible!
- Yes Marta needs more access to areas.
- Yes Public transit needs to be more accessible to those who may be in need.
- Yes This will greatly improve traffic on 400 both north and south bound. Also Atlanta is growing very fast and all large cities have great transit systems. Look at Chicago how they have the Metra that goes 30 or 40 miles outside of downtown. This will help so many things in Atlanta.
- Yes Limited transit within northern Fulton County
- Yes Without MARTA GA 400 will not be able to handle ever growing traffic. If people cannot reach Alpharetta, Cumming easily, the growth opportunities in these cities would dwindle.
- Yes This initiative is way overdue! All one has to do is to look at all the cars sitting on 400 during rush hour to realize how much we need MARTA to go up this corridor where there is so much business growth. This should have started 20 yrs ago !
- Yes Relieve traffic
- Yes something is needed to provide an alternative for commuters

**Q1 and Q2: Do you agree with MARTA's proposal to extend high capacity transit service up the GA 400 Corridor to the Forsyth County line? Why or why not?**

- Yes Building capacity for motor vehicles has never been proven to reduce congestion in the long run. Offer people a safe & convenient choice in their transportation mode, and heavy rail is a great alternative. Look to the current extension of the METRO line up to Dulles Airport for a present-day example.
- Yes The more high capacity transit in metro Atlanta the better!
- Yes Congestion
- No Marta is not the solution to our traffic problems.
- Yes Reduce traffic times, affordable living...
- Yes It would help to reduce the traffic on 400.
- No It offers no benefit to people on the north side. Only better access from south north.
- Yes because traffic right now on 400 sucks!
- Yes I work off McFarland
- Yes Need more transit options.
- Yes People like us can take the transit instead of spending hours on the road everyday.
- Yes multi modal transportation options, less cars on road.
- Yes This would be a huge help with transportation and traffic issues on 400. Many Cumming, Johns Creek, Alpharetta and Roswell residents work at the Perimeter and Downtown and would be able to use MARTA as alternate transportation.
- Yes It is excellent for those that would like the luxury of being downtown inside of 30 minutes, rather than in rush hour traffic for at least an hour (IF there is no construction and/or accident(s)). That way is a waste of time, gas, miles on the vehicle, stressful time....this would all be changed by Marta going this way.
- Yes The are a lot of people up there and traffic is really bad.
- Yes More transit is a good thing.
- Yes It will improve access to people needing to get to work and improve traffic on 400
- Yes We need this!!!!!!!
- Yes It will ease traffic on roads and give those who don't own a vehicle the access to more and better jobs.
- Yes Less traffic
- Yes It would make transit times more consistent from Windward into the city. And, no more worry about missing the last bus North out of North Springs station.
- Yes I would spend a lot more time ITP if I can jump on a train to get there.
- No It will bring crime
- Yes This is a high density residential area that is in need of alternate routes into the city center.
- Yes Because traffic up there stinks already and the new companies moving to north Fulton and Forsyth will make it worse if a better transit (non-car) solution doesn't happen.
- Yes Because I would like to use the train and it'd be good
- Yes It is a large residential AND office area with commuters going both north and south from there that cannot sustain the road traffic it undergoes.
- Yes Mass transit is far preferable to more road traffic.
- No Marta is unreliable and the off peak times are not convenient. I have tried to travel to the airport too many times with bad experiences. The forecast for putting trains on tracks for special events is non existent. I continue to try to use Marta but am continually disappointed. Extending the service line will doubtfully help the service.
- Yes Very much needed! The traffic situation is terrible.
- Yes Easier transportation will expand the economy
- Yes Traffic congestion, do we need another reason?
- Yes Hopefully, it will relieve some of the traffic as well as give some relief to the North Springs station parking for the airport and big events downtown.



**Q1 and Q2: Do you agree with MARTA's proposal to extend high capacity transit service up the GA 400 Corridor to the Forsyth County line? Why or why not?**

- Yes This would provide many folks with transit options and relieve congestion on 400.
- No Because of delinquency
- Yes Reduce traffic and pollution! Better for the Marta riders and the car drivers. More Marta patrons.
- Yes Reduce drivers on 400, reduce emissions, more public transit options
- Yes Reduce congestion and commuting
- Yes Myself and many other people we know frequently drive south to catch MARTA into Atlanta. It would be great to not travel so far to do so.
- Yes This corridor is very congested.
- Yes Reduce traffic on 400 in Alpharetta, Roswell, and sandy springs
- Yes Desperately needed to move people
- Yes we need a better way than bus service to offload traffic from 400
- Yes Economic development
- Yes I live in North Fulton so this would be very beneficial to not only me but other people who live in the North Fulton/Forsyth region. It would also reduce traffic on 400 and allow more people to consider taking MARTA
- Yes More travel options to Atlanta, especially for events where parking is not easy.
- Yes I would like better public transportation and less dependency on cars. This would ensure greater mobility for all citizens, including people with disabilities and hard working citizens with lower incomes.
- Yes 400 is ridiculous and only getting worse. There needs to be some relief, and MARTA will help provide that.
- No It still doesn't go anywhere i want to go and i have to fight 400 traffic to get to it
- Yes We need an alternative form of transportation that seamlessly ties in with the existing transit system.
- Yes I commute on 400 daily. No amount of pavement is going to improve the situation. If a train was accessible in Roswell, Alpharetta, I would use it. Also I would use bus service down Alpharetta highway all the way down to Lindbergh. Right now you have to change lines twice to do that.
- Yes It is about time! If Atlanta wants to attract investment and white collar jobs, it is time to solve the traffic problem. Adding lanes to crowded freeways is not a solution, it is a joke. Every successful and advanced metro area on this planet has functioning far reaching public transportation. I would even wish for more investment into modern day standard trains. Especially the Northern suburbs house the population that knows what transportation looks like in New York, Chicago, London, Paris, Munich, Tokyo and Moscow. Atlanta needs to catch up, urgently.
- Yes There's a lot of work in Alpharetta if I need to get a job there.
- Yes Reduce freeway congestion and offer more convenient eco friendly option for heading to sandy springs, buckhead and atl.
- Yes Any growth of the system will be beneficial.
- Yes Atlanta is expanding and many People need to have this option of going to work and not polluting. Also stress levels will reduce
- Yes The volume on 400 is unmanageable and growing each year. I commute from Roswell to buckhead daily.
- Yes It desperately needs it. With growth of Forsyth County it should be extended to exit 14 regardless of what certain Nimbys/closet racists say in the county
- Yes In order for Atlanta to be competitive and attract young professionals and businesses, it needs to meet the expectations people have of a big city - good public transportation being critical.
- Yes It's time for GA to get on board with a full transportation system that does not go where people have moved.
- Yes It is a no brainer
- Yes I would very much like to have rail service in Roswell. I would use Marta more often.
- Yes Traffic and car dependency are two major issues in Metro Atlanta. Having better transit options along 400 will help reduce traffic and provide more commute options. Public transit is very important for a sustainable future for any major city.

**Q1 and Q2: Do you agree with MARTA's proposal to extend high capacity transit service up the GA 400 Corridor to the Forsyth County line? Why or why not?**

- Yes The GA-400 is always very busy in the morning and evening. Marta service to further south to Alpharetta cumming will provide alternative means of transportation to commuters and will improve the traffic on GA-400.
- Yes Traffic on 400 is ridiculous
- Yes 400 is incredibly congested and we need better public transportation.
- Yes Traffic reduction down 400 is always a plus and increased passenger count that would most likely decrease the wait time between trains. 20 min @ north springs is so inefficient so we tend to drive to Lindbergh to catch the train to get to in the city or to the airport.
- Yes As a regular Marta user, it would be a great commute enhancement.
- Yes Reduce traffic on the highway..400 and 141
- Yes Improve Atlanta's transportation infrastructure with the highly populated and growing Atlanta suburbs.
- Yes Transit connectivity is essential to our future for mobility, job growth, and the economy. We cannot drive our way out of congestion with cars alone.
- Yes It should be extended into Forsyth county rather than Forsyth county line. Lot of people are moving to Forsyth. 400 is congested every day.
- Yes I often feel limited by the availability and coverage of public transportation in the area. It seems grossly inadequate compared to other cities I've been in.
- Yes The roads are too congested. Being in that traffic is stressful and show on our health and life. Also this is the 21st century – that's why
- Yes So i wont have to drive to work anymore
- Yes It improves the job market, private business, and more
- Yes Reduce traffic and also make travel affordable for all.
- Yes Because we have people living up north too.
- Yes I live in Roswell and getting to the train (via 400S) in the morning is a massive pain.
- Yes Cuts congestion, better for environment
- Yes Less cars on 400/More access to N. Fulton jobs/Easier access to Airport from north Fulton
- Yes Adding roadway capacity will not satisfy current or future travel demand in the corridor.
- Yes We need expanded public transportation on rail.
- Yes Rail is much needed for high traveled corridors like 400 which I utilize often
- Yes Because we should be investing in transit infrastructure to help alleviate traffic issues AND the more people have access to transit, the better connected our community will be
- Yes MARTA needs to expand around all of Atlanta. When it does, the heavy rail will make our traffic problem almost vanish. Extension east to Stone Mountain on the green line and west to Six Flags on the blue line, a new purple line from Jonesboro through Midtown to Marietta, and a gold line extension to Suwanee, along with the red line up GA 400 are necessities.
- Yes It would be a convenient alternative into Atlanta and will also considerable assist in the heavy traffic flow on GA 400
- Yes Traffic, jobs, and residents are in high concentration along the corridor.
- Yes we need more public transportation in and near Atlanta
- Yes we need more public transportation in and near Atlanta
- Yes I'd rather see high capacity in Clifton Corridor but 400 is still nice.
- No Minimize bad element in Northern suburbs.
- Yes It is important to expand MARTA rail as far as possible, the more people it can access and the more places in ATL it goes, the more successful it can be. The more successful it is, the more people will use it and the safer it is.
- Yes It is will reduce congestion

**Q1 and Q2: Do you agree with MARTA's proposal to extend high capacity transit service up the GA 400 Corridor to the Forsyth County line? Why or why not?**

- Yes Our city is attracting new occupants at an unprecedented level and our current transit infrastructure, both auto and mass transit, cannot sustain the current growth. By expanding MARTA further up 400 we will continue to invest in a growing area in a sustainable way.
- Yes We need transport alternative to GA 400 for this area.
- Yes Area is a traffic nightmare and widening roads is a bad idea.
- Yes We need an alternative, high-capacity transit option along this corridor.
- Yes To ease congestion on roads
- Yes This needed to happen years ago!
- Yes The area needs transit and is dense enough to support it--
- Yes less traffic
- Yes This corridor is home to many high profile employers and can be very congested. Also, many people (including me) would not live in an area without access to good transit.
- Yes It would be useful
- Yes Public transportation is important
- No No need for it
- Yes Would love the convenience of getting into the city more quickly.
- Yes Traffic terrible and I would love to utilize marta more.
- Yes I work in Forsyth and this would help me use MARTA to get to events after work.
- Yes Better MARTA service for the Atlanta area will translate to reduced traffic and the ability of people in the suburbs to have consistent commutes to Midtown and Downtown.
- Yes It's really dumb that we have to drive to Sandy Springs to take the train ITP, and since I hate to drive ITP, the train is how I prefer to get there.
- Yes Something needs to help alleviate the 400 traffic during rush hour
- Yes Better option for traveling into ATL during rush from north of Sandy Springs.
- No I believe this will bring in a dynamic of urban commuters who do not live in the suburban area.
- No There is a reason why residents do not live close to a Marta station....
- Yes A large mass of people live north of the current endpoint and we need to be able to get on Marta without having to get on GA400.
- No Residents won't embrace, and we moved to the suburbs for a reason!
- Yes It makes MARTA more accessible for me. And lets me go further outside the city without having to drive in that AWFUL traffic up 400.
- Yes I think any kind of expansion for Marta is a very good thing. I think the ideas are great. I believe that Marta should try and expand in any way possible. This will keep the ball rolling. I'm very happy that Marta is trying to expand. I hope people realize this and send lots of support. I feel sorry that Cobb county continues to refuse Marta. I hope in the near future things will change.
- Yes Being able to travel further north allows for more options where I can get on MARTA and use it to travel into Atlanta.
- Yes Alpharetta and Roswell are growing economic powers in the Atlanta metro area, and it's better for them and for Atlanta to be connected. High tech companies want to lure young urban professionals, and those potential employees want mass transit.
- Yes We need the transit to reduce traffic and emissions.
- Yes Would love if the line was closer to Holcomb Bridge area. My family would definitely take advantage of it!
- Yes I currently live in Roswell and work downtown. The commute is awful and there's still lots of traffic getting to the northernmost station.
- Yes
- Yes Because it makes so much sense!
- Yes Traffic

**Q1 and Q2: Do you agree with MARTA's proposal to extend high capacity transit service up the GA 400 Corridor to the Forsyth County line? Why or why not?**

- Yes Traffic is getting heavier.
- Yes Because it will be beneficiary for me and my family
- Yes It is long overdue. We need alternatives such as this to sustain the growth the area has seen.
- Yes Currently from Roswell - taking Marta is still not quite feasible from financial point of view....or from a time saving point of view.
- Yes Traffic is terrible going to/from Atlanta to North Fulton/Forsyth. Extending the Red line up to Forsyth would allow many more people the option of commuting on mass transit to work.
- Yes Much needed relief from 400 and increased access for those relying on public transportation
- Yes The traffic on GA 400 each morning and afternoon might be alleviated with such a transit service. In addition, we can take MARTA to the airport during times of rush hour. I am happy to leave my car if it means I don't have to sit in traffic!
- Yes Yes, extending the MARTA further north would make my commute easier as I would ride MARTA daily and I feel it would also take more cars off the road on 400.
- Yes High volume traffic southbound on 400 early commute makes something like this a absolute necessity.
- Yes More connectivity to downtown/metro-area will raise property values in our area, make our area more attractive to businesses families looking to relocate, add a transportation option that is not car-centered, and provide more access to area attractions.
- Yes It should help alleviate traffic and allow for an easier commute.
- Yes Mass transit will cut traffic on 400
- Yes Reduce traffic
- Yes Expanding service will reduce the traffic (and auto-based pollution) that wreaks havoc on 400.
- Yes we desperately need alternatives to driving and bus service and/or light rail are not feasible alternatives. Given the density of vehicle traffic both southbound and northbound during long peak periods (3-4 hours in the morning and 3-4 hours in the afternoon), alleviating some of the congestion by leveraging HRT is long, long overdue
- Yes Mass transit in Metro Atlanta is one of the worst in major cities in America.
- Yes Greater transportation mobility creates greater economic mobility. It's as simple as that. It would also personally benefit myself and many other north Fulton and Forsyth commuters who currently clog up 400 and fill Atlanta with its characteristic smog alerts.
- Yes To assist in alleviation of heavy volume on 400
- Yes for a better transit and to avoid overcrowded/traffic jams
- Yes Traffic has gotten so severe that it is impossible for people to have a work life balance because hey spend 2-3 hours a day in traffic.
- Yes 400 is too congested
- Yes alternatives to single occupant cars is badly needed. safety, time and resource preservation demand it.
- Yes Traffic is horrendous
- Yes A metropolitan city as big as Atlanta requires a good public transport system that is severely lacking as of now. i personally would like to not have to worry about parking my car everywhere I go.
- Yes Having a direct connection to the City of Atlanta with no transfer point would be worth the investment.
- Yes It's very convenient to go to offices from Forsyth county. Most of the offices are in downtown and in Alpharetta.
- Yes Regional connectivity; commute options besides having to sit in traffic; smart, urban growth and encouraging walking, etc. Better for the environment. Transit is a good thing all around.
- Yes Absolutely crucial to relieve the growing traffic problems.
- Yes Ease commute
- Yes Public transit is most needed in the growing atlanta population and for our future.
- Yes It will increase access to affordable, sustainable transportation.

**Q1 and Q2: Do you agree with MARTA's proposal to extend high capacity transit service up the GA 400 Corridor to the Forsyth County line? Why or why not?**

- Yes Day by day, GA 400 is becoming more of a parking lot... Need MARTA service beyond North springs to reduce cars on the road.
- Yes Gives us options.
- Yes As a resident of this corridor, I would love to have the freedom to take the train into the city on a daily basis rather than sitting in the horrendous traffic that plagues GA 400. While I could currently drive to North Springs and then take the train the rest of the way, I'm already halfway there so just continue on in the car.
- Yes Lesser traffic jam
- Yes North metro area continues to grow and yet it's greatly under served from a public transportation perspective.
- Yes We need an alternative to ga 400
- Yes I live off of Windward Parkway and it would be amazing to be able to commute from Midtown to Windward without having to switch over to a bus or drive from North Springs.
- Yes To ease traffic .
- Yes It should reduce the automotive traffic on 400 - currently unbelievable
- Yes The 400 corridor population has grown and the regional mass transit needs to react to that.
- Yes We are in sure need if as much public transportations as possible around the Atlanta area. Both time and energy waste with the traffic choking daily every hour..
- Yes Reduce Congestion and horrible commute
- Yes More public transportation is a good thing.
- Yes It is the right thing to do for the businesses in the area and the mobility of this city. Our city is growing and it can not sustain the growth and development unless an oriented mass transit option is available.
- Yes My work is near Mansell at 400
- Yes I am an MBA student who will potentially work in that area when I graduate and I like MARTA and hate sitting in traffic. I think it will be good for auto and public transportation commuters
- Yes The current GDOT estimates to offset capacity issues are optimistic at best...
- Yes Congestion on Ga 400 is extremely bad. I believe there are a lot of people that would use transit in that area.
- Yes The traffic on 400 is horrendous and this extension would provide additional transit options for commuters while reducing the congestion on roadways.
- Yes The GA-400 corridor is one of the most crowded in Georgia. Extending the line north into the extreme suburbs would give more options for commuting into the city and may significantly reduce congestion.
- Yes I live in Alpharetta and 400 traffic is miserable.
- No Crime and Traffic - public transportation creates an unreasonable increase in crime, buses create hazardous traffic conditions, and train is unreliable and not safe. After trying MARTA for 2 years I have committed to NEVER take it again. We live in the suburbs because we DO NOT want to be in the urban area with urban issues.
- Yes 400 is a mess of cars
- Yes That is the only way to declog the roads. Creating means of mass transit is highly recommended in this already traffic clogged zone.
- Yes Traffic is horrible. And I can then ride the train to work from windward to the perimeter area.
- Yes It is very important that Marta expand high capacity rail service to the Forsyth County line. Success in doing so will hopefully lead to similar investments in Marta up 85 into Gwinnett and south to Clayton County. More money should best invested on Marta than on interstate development
- Yes We need more public transit in the Atlanta metro area to provide better connectivity of people throughout the region.
- Yes Because GA400 is a traffic nightmare.

**Q1 and Q2: Do you agree with MARTA's proposal to extend high capacity transit service up the GA 400 Corridor to the Forsyth County line? Why or why not?**

- Yes Transit service is desperately needed in this area and long overdue. I am so tired of sitting in traffic on 400 to get to the North Springs station. If Marta was closer, I would ride a bike to the station. The traffic is only going to get worse. Also, I want a commute that is even more environmentally friendly.
- Yes North Fulton is a major employment center that needs to be connected to other employment centers and airport by rail. Also, it gives commuters an option for commuting.
- Yes It seems logical with the increase in population and overall development in North Fulton. More roads is not the answer, educating people in the advantages of mass transit is. Right now I'm debating buying a house in the just because of the prospect of future rail availability.
- Yes It will promote economic growth in the area, increase revenue from taxes, bring high paying jobs and help relieve traffic congestion.
- Yes Connectivity is needed in this desirable residential area and the current infrastructure cannot handle the demand.
- Yes There are an enormous number of people in this corridor who commute into Atlanta every day. Given the opportunity to have rapid transit along this well-used corridor, there are a huge number of potential riders.
- Yes I think it is definitely time to extend MARTA to Windward. The corridor has grown in population and continues to be one of the largest employment areas in the state. GA 400 can only do so much. People need an alternative to driving and people need to feel connected to the rest of Atlanta. This expansion will continue to bolster the area, positively affect the quality of life and reinforce the area as a very desirable place to live, work and play.
- Yes I ride MARTA almost every weekday and have grown to really enjoy taking MARTA. On days when I can't ride for some reason I dread sitting in traffic. Having stations farther north would reduce the amount that I have to drive to the MARTA station and would also decrease the congestion on 400 north of North Springs.
- No The environmental impact and the homes and schools that would have to be torn down.
- Yes alternatives to traditional transportation is greatly needed.
- No Too expensive.
- Yes To connect more of the city and try to reduce traffic during peak hours
- Yes My morning commute is terrible. I often prefer to get to work several hours early than sit in traffic. Now that the shoulders are open to all traffic there is no incentive to take the bus.
- Yes GA 400 cannot provide quick evacuation due to inadequate capacity
- Yes We need relief from car traffic
- No I do not want the increase in crime associated with bringing Marta to North Fulton. Unfortunately, since Marta has had service to Dunwoody I have seen an increase in problems. I don't want my property value or safety to be negatively affected by having the train running nearby. Thank you.
- Yes North Fulton is such a wide area that it needs a good transit network
- Yes Traffic conditions, airport access
- Yes Unbearable traffic and degrading air quality
- Yes More people moving in need a better way to get around.
- Yes I live in Alpharetta and work in downtown ATL.
- Yes North Fulton residents need more public transit
- Yes I already use marta to commute to Midtown from Roswell and extending further north will make it much easier to get to and use the train. Many of the commuters I know who don't use the train say they would if they didn't have to get in 400 to get there.
- Yes Because we need it for convenience and to help bring businesses in.
- Yes I used to work in Buckhead and commute every day by car. I couldn't take the 3 hours round trip in rush hour and now only consider jobs in Alpharetta, if there was a rail option, I'd consider work further away.
- No Many studies suggest it bring crime to areas. Also the infrastructure does no support or warrant the extension



**Q1 and Q2: Do you agree with MARTA's proposal to extend high capacity transit service up the GA 400 Corridor to the Forsyth County line? Why or why not?**

- No We are not in the city. I would like to keep the semi suburb feel that we have and what I enjoy. I moved here for a reason and adding transit services is not one of them.
- Yes Atlanta Metro is one of the largest sprawl areas which could benefit from high capacity transit. Road infrastructure is expensive and will not resolve the traffic issue. The northern suburbs are becoming more dense which makes high capacity transit more affordable per person. In addition, Alpharetta and Johns Creek have major employers which has brought jobs to the area. There is a need for low wage workers who can't afford to live in the area. They presently take Marta bus to the area. We need to make our area commutable for all levels of workers.
- Yes It would help reduce traffic a lot, taking several cars off the road since there are so many people that live in Cumming and Alpharetta that work at the Perimeter, Buckhead and downtown.
- Yes We love using Marta when my husband lived downtown and miss being able to use it. It would alleviate traffic significantly.
- Yes N Fulton has been paying extra taxes for MARTA for decades and has yet to be served. We have had rapid growth. We have a lot of commuters going in town. Lots of corporations are in N Fulton and lots of people commute to here. Yet N Fulton has yet to see a single MARTA HRT station.
- Yes Limited existing transit mobility within northern Fulton County and inadequate connectivity to other major activity centers
- No Would not use it EVER.
- No I don't need additional crowds where ever I am. I moved to North Fulton County to get away from crowds.
- Yes Agree with extending additional form of MARTA service in order to provide more and better transportation options, but do NOT agree with heavy rail.
- No The corridor you are planning on is high in residential areas. Putting the high capacity transit service decreases house values and increase in crime rates in the surrounding areas.
- Yes relief for the massive traffic congestion on the GA 400 Corridor is desperately needed. It is already a parking lot gridlock during AM and PM rush hours.
- Yes It'll cut down commute time
- No I do not think it will be used and would rather see tax dollars used to build more lanes so commuters can have the freedom to drive themselves.
- Yes traffic is horrible. This would help tremendously.
- No Not a significant need for it among locals here.
- Yes You can only fit so many cars on GA 400! A MARTA stop at Northridge means I can easily commute to work without a car! Fewer cars on the road means less oil burned, less dependency on foreign oil and less impact to the environment.
- No Cost, moving people into the northern corridor to take the jobs of those who live and work in the northern corridor, the endless disruption of GA400 during the build out. There are likely more deserving areas of the metroplex that would benefit from the expansion of MARTA an alleviate severe traffic, while allowing those who have no alternative but to drive for hours, the option to commute.
- Yes The Alpharetta/North Fulton county area is in desperate need of mass transit. I travel every morning and evening to downtown Atlanta for work, and would use Marta every day in order to avoid the horrendous traffic congestion on 400 and 85.
- Yes 400 traffic continues to grow due to population growth in this area. Due to more business in Alpharetta and more traffic coming out of Cumming there is a desperate need to ease traffic on 400 by bringing Marta at least as far North as exit 9 Haynes Bridge Road.
- No Our property backs up to 400 just above Northridge Road. We love our house and our yard and do not want any more trees removed. The sound of 400 is loud enough, we do not want the added noise of a MARTA train.
- Yes It makes it easier to get downtown and alleviate traffic on 400.
- Yes Because traffic in this town is out of control!

**Q1 and Q2: Do you agree with MARTA's proposal to extend high capacity transit service up the GA 400 Corridor to the Forsyth County line? Why or why not?**

- Yes Because the worst traffic backups on 400 in the morning are occurring north of North Springs. So where I'd be happy to get on the train to go to midtown when I must, I've already fought the worst of the traffic to get that far so I just keep driving!
- Yes I'd like to avoid sitting in traffic
- Yes Traffic; the only problem is Marta needs to be designed and set up for commuters and taxpayers, which it isn't. If Marta was set up for this audience, there would be multiple trains with express lines, good commuter parking, and incentives for commuters to use ie free wifi for monthly cardholders. Additionally, bikes would be permitted on the train for those needing additional transportation once in the city. Marta needs better marketing to explain this to the general population.
- Yes This is where people live and where they need to go
- Yes Faster, more accessible for those needing to get to Airport and downtown
- Yes As a major metropolitan area, we need mass transit. It is crazy that it's taken this long.
- Yes no room to widen 400 & no plans to make 400 a double decker
- No Would like to protect the OTP vibe here.
- Yes MARTA is an efficient way for employees to travel. Alpharetta is a growing employment base and will need the services, especially with Gwinnett Tech.
- Yes Hassle free transit to downtown. But there had better be easy option to get to work or play once you get downtown.
- Yes Would be used by persons from Alpharetta/Milton/Johns Creek/Cumming going to airport, theater, symphony, work. Also by persons coming to same for work, etc.
- Yes It will save gasoline and easy GA400 traffic.
- Yes It will relieve congestion on 400 during rush hour and allow riders who live north to spend less time in traffic just getting to the North Springs station.
- Yes I drive every day from #9 to North Spring Station, and the traffic is very bad, very few ago, the traffic delay start on #8, not I can see it looks like start at #10. I just went to D.C and NY. their Marta system are coverage much more out side of the city area.
- No Lines only run north and south. They don't take you anywhere except the airport or to a game. Using busses to get to you actual destination doesn't save time. I don't use Marta ever and don't want too. I love my car!
- Yes Traffic is a nightmare on 400 and getting worse.
- Yes 400 is becoming a parking lot Mon-Fri mornings. With the added housing/growth in this area, we need a good alternative.
- No We are adamantly opposed to Marta extending through Alpharetta to Forsyth County. We do not want the MARTA train itself in our city. We are trying to preserve a small-town feel as much as possible here in Alpharetta. Most of us want to keep the area as green and rural as possible. Most of us moved here to get away from the trappings of the city and we want to keep it that way.
- No Marta runs North / South and East / West. Until they decide to make it actually cover the majority of downtown and the metro area, having it reach further out in each of those directions is really not a plus. I work downtown and believe me, I'd love to take the train into town and not hassle with the 2.5 hour commute I just went through, but it would be equally as long everyday with transfers and waiting for buses, plus I then have to go multiple places throughout the day and it simply doesn't work. We need effective public transit, not just more. In every major city where it works, the routes criss-cross all over the metro area, not simply extending as far as possible in North / South and East / West directions. I'm not opposed to transit, just opposed to the way Marta is doing it.
- Yes With development in Sandy Springs, traffic is only going to get worse. I already take MARTA from North Springs. I need it closer to my home.
- Yes 400 is to crowded
- No No need for further spending unless present Marta can become profitable.



**Q1 and Q2: Do you agree with MARTA's proposal to extend high capacity transit service up the GA 400 Corridor to the Forsyth County line? Why or why not?**

- Yes My office is in Alpharetta and I take Marta to the airport almost weekly. I would take it more frequently if it came to the north point mall area.
- Yes Necessary to decrease traffic congestion and promote greater flow of human resources
- No It doesn't help residents in Alpharetta with commute to downtown Atlanta. There is no grid system of transportation within the city and that should be addressed before any talks of Marta going north.
- Yes Public transit is good for the economy, and MARTA is frequently faster than traffic. I personally enjoy MARTA's rail services.
- Yes Public transport must improve to match the growth of this city
- Yes I live in Alpharetta, and hate driving into the city to attend events, etc... this will make it so easy!! I also am currently searching for a job, and refuse to take a position anywhere south of Roswell because I know the daily commute would be horrendous. If public transportation is made available I would be able to greatly expand my commute options and have more possible jobs open up for me.
- Yes gives more people access to public transportation, people who have horrible (1 1/2 -2 hr) commutes. this would ease congestion on 400 .
- Yes To provide reliable alternative to automobile travel.
- Yes it's a good idea
- Yes Besides the obvious need to help traffic, it is the transformative impact on real estate prices. A community with transit has much, much better real estate values. Mass transit is a highly desirable amenity.
- Yes It would connect a very integral part of north Fulton to the rest of Atlanta and the airport.
- Yes Better airport access, and to possibly reduce traffic on the 400
- No Too costly for taxpayers.
- Yes GA 400 is taking too long time during peak hours
- Yes Are you kidding? I'm not sure why it has not been extended already. I'm very happy about the environmental and mental stress savings everyone in Alpharetta is going to enjoy. Awesome!!
- No Will not serve the purpose of alleviating congestion as MARTA is not a desired alternative for travel to downtown or airport. Takes too long, too many stops, and increased crime concerns.
- No It isn't needed and will have a negative impact on the area.
- Yes To alleviate traffic.
- No This is pact the number of people living this far north. When construction takes place traffic will be a nightmare.
- Yes We already waste a lot of time in GA 400 traffic. This proposal would reduce this time.
- Yes GA 400 is already congested and will be a parking lot in few years with projected growth without this proposed project.
- Yes I agree with the proposal because it will help relieve traffic congestion, make it easier for people to get to their jobs, and it's better for the environment.
- Yes Living in midtown but working in Roswell, I use the train frequently. The trip is excellent except for the protracted bus from north springs to downtown Roswell.
- Yes I live in Cumming and work downtown. I like the convenience and speed of the train vs buses that sit in the same traffic.
- Yes Public transport will alleviate traffic and I would use Marta more often. It also will help visitors who do not have a car navigate the metro area.
- No Concerns that our property value will decrease and crime will increase.
- No Not necessary!
- Yes I live in Alpharetta and work in Buckhead.
- No I don't want the undesirable elements public transit brings
- No Unnecessary and a waste of money. Won't be used enough to justify the cost.

**Q1 and Q2: Do you agree with MARTA's proposal to extend high capacity transit service up the GA 400 Corridor to the Forsyth County line? Why or why not?**

- Yes Forsyth has no good alternatives for public transportation
- No Preserve what country we have left here and allow those that don't wish to live in the city/city suburbs a place to enjoy their family oriented lives.
- Yes Public transit is a necessity that the Atlanta area is sorely lacking.
- Yes The affordability coupled with high performing public schools make the Northern Suburbs a significant draw for businesses looking to relocate. Their employees will live in that area, but will need to commute to the office in the city. Businesses are weighing the cost of commuting and reluctance of employees to live in a long commute area. If we cannot offer better transportation solutions, we will start to lose businesses.
- Yes Traffic is at critical mass and we need a solution
- Yes For those that live in the extreme northern part of the county, driving to the North Springs station is often the worst part of the commute downtown anyway. MARTA isn't really an option now.
- Yes Because out traffic is ridiculous on 400
- Yes It will relieve the traffic a bit, and allow more people to travel in and out of the city!!!
- Yes We use Marta to commute to midtown and would like to see access in Roswell and Alpharetta.
- Yes ease traffic on 400
- Yes a
- Yes Traffic is a major issue in north Fulton. Building a rail would seek the resolve the commute issue, help attract businesses into the area, reduce pollution.
- Yes I support any expansion of MARTA service (although, I place higher priority on expanding service closer in to the city's core)
- Yes North Atlanta needs it
- Yes I would actually use it more (I live in Alpharetta). The current thought process is this: Since I have to drive all the way to Sandy Springs to get on the train, I might as well keep driving to downtown. It doesn't add significant value to me [yet].
- Yes Much easier access to downtown, airport, etc without having to drive down 400.
- Yes The city needs to plan ahead for future population growth. GA 400 is already full and there are still people moving to north Fulton, Forsyth, and even Cherokee counties.
- Yes Mass transit, specifically heavy rail, is becoming a central contributing factor to major corporate relocation destinations...most recent example being Mercedes in Sandy Springs. This is a VITAL link to both an employment base, for those workers not likely to live in a suburban community with an average median home price of \$425,000.00; as well as an economic development tool.
- Yes Traffic on 400 is bad and getting worse.
- Yes Ease congestion, Another mode of traveling the North end of GA400, Cost, Pollution reduction, etc.
- No Concerned with further increased crime in Alpharetta
- Yes Ga400 traffic is terrible. I work in Sandy Springs and would use Marta if possible
- Yes traffic really bad on 400
- Yes it is needed based on traffic
- Yes 1. Alpharetta is now a major employment center. 2. Roswell is one of the largest cities in GA. 3. Millenials do not want the suburban lifestyle. They prefer to live in an urban environment and not a car-centric place. If North Fulton wants to continue its prosperity, continue to attract major employers, and be able to attract TALENT to work for those employers, then this is not a question of why. It's a question of how soon.
- No Do not think it's a good idea for a multitude of reasons....
- Yes it's a pain to drive to north springs to go to the airport

**Q1 and Q2: Do you agree with MARTA's proposal to extend high capacity transit service up the GA 400 Corridor to the Forsyth County line? Why or why not?**

- No There is no need to have our small busy community polluted with more people and and more undesirable extravagance to our financial picture. With more comes cost and I do not want to pay for others in my community taking what I pay for to be here safe and happy. I am wanting to stay and die here, do not push me out because you want to bring others here at a high cost to me. I have been here for 20 years, I want to stay and not be pushed out.
- Yes This corridor is congested by employment and population growth
- Yes As a commuter that uses 400 every weekday - the option for public transportation from the north suburbs to the city would be valuable to reduce transportation costs, help the environment, etc.
- Yes Because I have 2 kids who attend Georgia State University and have to commute from Old Milton Pkwy to GSU everyday.
- Yes The need for mass transit up the 400 corridor has been desperately needed for YEARS. When I travel to DC, I do NOT rent a car. I am able to fly into National airport, take a train to a station and then walk to my hotel or a friend's home. My destinations are never more than 3 blocks from a station.
- Yes The distance to North Springs makes MARTA not a primary source of transportation into Atlanta from the northern suburbs.
- Yes It will alleviate congestion and provide alternative routes to get to and from the city
- Yes I'm one of the many commuters who live north of the Chattahoochee (Old Alabama, north of Holcomb Bridge), but work downtown. The longest part of my commute is getting from my house to the North Springs Station. It takes me just as long to get from home to North Springs as it does to get to Midtown on the train. I would LOVE to be able to walk or bike from my house to a MARTA rail station at Holcomb Bridge.
- Yes easier access to the train from where I live
- Yes It makes commute to work from Alpharetta to Dunwoody much easier and also commute into ATL airport or downtown atlanta much easier and faster.
- Yes Need reliable, fast transit option in GA400 corridor.
- No Crime!!!! Look at how it has affected sandy springs/dunwoody!
- Yes The current traffic congestion and anticipated growth can only be improved with MARTA trains. More train service is vital to the areas growth and growth of the tax base.
- Yes Traffic on 400 is not going to get better but worse. This will help alleviate some of the congestion.
- No It will bring more crime to the area
- Yes Need relief on GA400 traffic
- No More traffic congestion inAlpharetta
- Yes The bus service is extremely over crowded and every day the traffic is more congested.
- Yes Because it would be fantastic access for Alpharetta/Northside residents to the airport and city. And it is what every modern city should have- good public transportation!
- Yes On Principle
- Yes I believe the expansion is necessary and long overdue.
- No It will increase the noise in my house located along 400, very little congestion relieve
- Yes It will help relieve traffic help help to bring in a workforce that is needed.
- Yes GA 400 is always a bottle neck for the daily commute. Within last couple of years, there are lots of expansion around exit 10, 11, 12 & 13 and this expansion is the must.
- Yes Because it would help reduce traffic congestion, which will get worse and worse as the area grows.
- Yes Convenience and reduced traffic during concerts at Verizon Wireless.
- Yes It would help to funnel larger amounts of people into the city without clogging the roads further.
- No Too expensive. Would be low ridership and no payback.
- No I do not believe HRT is needed in this part of the county. There's a much greater need in other parts of county to expand the rail system already in existence so that it covers broader areas instead of up down back and forth.

**Q1 and Q2: Do you agree with MARTA's proposal to extend high capacity transit service up the GA 400 Corridor to the Forsyth County line? Why or why not?**

- Yes Atlanta has dreadful public transit coverage, even by U.S. standards. :) We need to improve it
- Yes Limited existing transit mobility within northern Fulton County and inadequate connectivity to other major activity centers
- Yes It helps faster commute and less traffic on GA 400
- Yes We need to provide and encourage less car usage and more use of rapid transit...for environmental and traffic benefits.
- Yes To relieve 400 congestion North and South. Will promote business growth
- Yes I can see no downside to extending the transit service up this far north. I work in downtown Atlanta in the Fulton County government center and would take MARTA each day if it were closer. As it stands now, the bulk of my traffic issues occur between Old Milton where I live and North Springs. Once there, the traffic really lets up a lot and I speed along to the city, making taking the train no longer more convenient or quicker.
- Yes Roswell and Alpharetta would really benefit from this!
- Yes Rt 400 is very congested and overwhelmed with traffic, the more we can do to encourage light rail the better it is for our area. It will encourage more growth in an intelligent manner.
- Yes It reduces the traffic
- Yes My wife quit her job to take care of our daughter because traffic on 400 made day care not a viable option
- Yes it eases severe traffic congestion on GA 400 Will use for work commute
- Yes too much traffic!!
- Yes To ease the heavy traffic on 400, and make commute conveniently and easily
- No MARTA has brought crime everywhere it goes, there is less crime in my car than on MARTA.
- Yes To mitigate rush hour traffic problems on 400. This needs to be rail and not bus.
- Yes The traffic in the perimeter area is atrocious and dangerous. Gridlock is so bad that even in the middle of the day people are sitting in traffic. It makes it impossible for emergency responders to quickly access anything.
- Yes Traffic relief and modal options - particularly for airport bound riders
- No already a major traffic jam. many studies show wide lanes, more public trans only lead more traffic since more people will move to this part of town, which is already very crowded. public trans should go to help those needed at south and west ATL.
- Yes We need to draw workers for retail
- Yes To reduce traffic congestion and delays on 400
- Yes It is a necessity to improve traffic and quality of life
- No MARTA is poorly run and does not justify the amount of taxpayer money currently spent upon it. Expanding it and spending more on it makes no sense in light of this. Additionally MARTA does not alleviate traffic along its current routes therefore it cannot be expected to do the same along 400. People in this area do not want this expansion and there is no reason to think they will use the lines. This money is better spent on making current infrastructure more efficient such as improving traffic light timing and exit ramp access
- Yes Traffic is horrendous and public transportation (not buses) must be an option for white collar professional. However, should MARTA want to expand, MARTA must clean up its professionalism, services, safety, etc or North Fulton Co will not cooperate.
- No MARTA does not provide any useful transportation. It does however, provide additional criminal activity.
- No We moved outside the perimeter to be out of the city and in a more rural environment.
- Yes We must reduce traffic on 400!
- Yes Helps employers and employees in Alpharetta as well as in Atlanta. I've quit a job in Midtown because the traffic was unbearable (even getting to North Springs). This would open up the central Atlanta job market to people in Alpharetta.
- Yes Traffic on Hwy 400 is a big problem. Many people in North Fulton and Forsyth counties work inside the perimeter.
- Yes It would greatly help with traffic on 400 and help our property values in Alpharetta

**Q1 and Q2: Do you agree with MARTA's proposal to extend high capacity transit service up the GA 400 Corridor to the Forsyth County line? Why or why not?**

- No Alpharetta will just be inviting trouble into the city by providing easy access to undesirables.
- No Focus should be to expand the stations inside the perimeter. Until Marta has as many stations ISP as the DC Metro it is ineffective.
- Yes This is greatly needed. Would bring more business to our area, and would benefit the residents of our entire area. This would encourage more people to consider living here.
- Yes Atlanta needs it. I would go there all the time it were that easy! Right now having to drive then park, etc. Doesn't save any time or money and is too much of a hassle. Once this is complete I can't wait to go explore Atlanta!
- Yes Economic development opportunities impacted by congestion
- Yes Limited existing transit mobility within northern Fulton County and inadequate connectivity to other major activity centers
- Yes I commute using MARTA everyday to downtown Atlanta and anything to reduce my time spent in traffic on 400 would be appreciated.
- No Do not believe it is needed.
- Yes Take as many cars off the road as possible. Convenient transportation down to the Perimeter. Must be accompanied with shuttle/bus service to key locations.
- Yes Atlanta and outlying suburbs are far behind more developed cities in the United States in terms of public transportation. Efficient, robust public transportation is key to growth.
- Yes We live in North Fulton. To go to any attraction the nearest MARTA station is 30 minutes away (with no traffic) and 1 hour (with traffic).
- No we have enough marta here now
- Yes Increased travel demand and resulting congestion generated by employment and population growth
- No There is no need in spending the funds for heavy rail when the bus services in the area are very good and serve the public more than adequately.
- Yes This will help stressed drivers from GA 400 to switch to trains for their daily commute
- Yes This project will allow people all over from Metro Atlanta region to seek numerous jobs coming to this corridor.
- No I do not want a high speed transit system within 1/4 mile of my home. I certainly do not want a station at the Northridge exit.
- Yes Because all of the jobs that are in Alpharetta.
- Yes Without this project, economic growth of this corridor will slow down.
- Yes Reduce traffic congestion
- Yes It's a long ride in the morning just to get to the North Springs exit. Makes it pointless to use public transit if you live North of that. I'm hoping there's another stop added at McFarland Road too.... And stops going West to Cumberland Mall area would be great too... My commute in the mornings is 1.5 hours. If welcome it and I'd ride it daily.
- Yes because it's needed and will help promote better transportation options other than making bigger highways
- Yes Mass transit is always a needed option, especially for us to not have to deal with traffic on 400!
- Yes 400 is horrible
- Yes Traffic on 400 is a disaster! I spend 750 hours per year, commuting from Alpharetta to North Avenue per year.
- Yes We need
- Yes because it is needed to relieve traffic on 400
- Yes Traffic is terrible and anything we can do to get people off the roads will help.
- Yes good for businesses and provides more annual revenue for MARTA

**Q1 and Q2: Do you agree with MARTA's proposal to extend high capacity transit service up the GA 400 Corridor to the Forsyth County line? Why or why not?**

- Yes Because traffic sucks and is suffocating growth. If you add mobile wifi that would be great and would attract probably several hundred percent more business commuters who might live at windward or haynes bridge and work right at perimeter or buckhead station or downtown. If I could get all that work done on the train like that it'd be amazing.
- Yes 400 is already overloaded during rush hour and virtually every car has a single person in it. Transit would provide an efficient alternate to clogged rush hour roads. It doesn't make sense to increase the capacity of 400 further because the access intersections can't handle the traffic.
- Yes It's the only way to relieve congestion on GA 400/I-85 and then farther south to the connector. Northern Metro residents need more options
- Yes We want people to work here but can't afford to live here. Public transportation is not keeping up with the job growth.
- Yes Live in Forsyth- would love to have a train to atl to help with congestion and traffic. We are one of the fastest growing counties in the country...and the younger generation is in favor of more mass transit.
- No Not feasible. The average bus has very few people (usually under 10).
- Yes As a Georgia Tech student, I waste needless gas driving to north fulton and back to visit my family. Given the recent economic growth in
- Yes Traffic is bad driving to North Springs from Forsyth.
- Yes To reduce traffic congestive and make it easier to go to Atlanta.
- Yes Yes. Growing population requires it
- Yes It's much needed! I loved riding to MARTA when I lived in-town but we need access to the business centers up north as well as residents in North Fulton to be able to take advantage of MARTA to get in-town and to relieve the congestion (or at least have a reasonable alternative) on GA400.
- Yes I'm more likely to use it if I don't have to drive to north springs.
- Yes To allow North Fulton Residents an easier way to get to Midtown and Downtown for work.
- No Not necessary at all
- Yes We need an alternative to driving.
- Yes population growth
- No history has shown that the high capacity transit invites crime to the areas it extends to. I know a lot of people that will NOT ride because of the undesirable atmosphere on the train
- Yes We need availability to mass transit in Alpharetta. All in favor!
- No It's just a straight line - no ancillary branches - doesn't make it very useful to reduce the number of cars. I might see at Old Milton Parkway with the colleges but Marta needs to focus on perpendicular lines to make the existing useful - like Chicago or New York. One straight line isn't that useful except going to the airport and using bus lines to create perpendicular lines isn't useful either from a time frame point of view even if you are poor and if you are rich you will drive. Fill in before extending a line.
- Yes Much preferable to buses.
- No I think you need the issues with the current traffic problems. Not everyone can take Marta.
- No Crime
- Yes traffic is becoming unbearable - need better mass transportation
- Yes It needs to happen
- Yes It is definitely need to alleviate the terrible traffic on 400.
- Yes More and more people live further North on 400 and work in the city. There is a huge need to alleviate traffic now and that will only increase in the future. There is also the benefit of connecting the city more to give people easier access to more of Atlanta to build greater cultural and social opportunities.
- Yes Certainly needed because it will save hours and health when we can avoid driving
- Yes We have been paying the penny Marta tax for the last few decades now and still we do not get the benefit for that. It is high time we get this.
- Yes This service will keep up the economic growth of this corridor.



**Q1 and Q2: Do you agree with MARTA's proposal to extend high capacity transit service up the GA 400 Corridor to the Forsyth County line? Why or why not?**

- Yes Residential and commercial growth continues in North Fulton and Forsyth, and simply widening GA 400 is not the answer. Transit needs to be part of an all-of-the-above solution to the growing transportation needs in this corridor.
- Yes Traffic. We cannot build enough roads to keep up.
- Yes I live in downtown Atlanta and would like to use MARTA to visit my brother and nephew off of Holcomb Bridge. I have a car, but it is old, fuel inefficient, and I do not like driving it that far.
- No MARTA must first live up to the region's commitment to extend heavy rail in South DeKalb County. No other rail project should be studied or implemented until this commitment is fulfilled. The next extension after that should be south to the International Terminal at Hartsfield-Jackson Atlanta International Airport and further south to at least the Clayton County Justice Center or even AMS in Hampton. Third should be west to Fulton Industrial, looping up to Charlie Brown Airport and then south along Fulton Industrial with one branch on Camp Creek Parkway to Hartsfield Jackson and another along Fulton Industrial to Palmetto. Next, extend North along I-75 or Marietta Blvd to Cumberland and the new Braves stadium. Only after all these routes are implemented and operating should any consideration be given to extending North along GA 400.
- Yes I always find the traffic on 400 SB is horrible up until North Springs - beyond that it's not too bad through Buckhead. Any time I need to take MARTA, it's a hassle just to get to North Springs, and the bus from Windward or Mansell P&R is always slowed from the traffic. Having a dedicated transit up further will help alleviate much of that 400 traffic, and expand the opportunities in the area.
- Yes I'm looking to move to the area in a few years, and access to transit will be a huge part of where I decide to live.
- Yes This will help lot of us in North Fulton to reach various work destinations around Metro Atlanta easily. We have been waiting for this years now.
- Yes We need it, whether we ride or drive! Traffic on 400 is crazy. I live in Sandy Springs and I would love to be able to take the train to Alpharetta.
- Yes That's civilization
- Yes Do not like to drive
- Yes GA 400, even with future expansion, cannot meet the ever increasing needs of this corridor.
- Yes Atlanta needs transit badly. Other, smaller cities have transit much denser than ours. We need to do everything we can to keep relevant in the changing economy - and that includes having a world-class transit system with which you can go anywhere, and which provides a viable alternative to driving - something which is much needed in the Atlanta area.
- Yes The economic needs of this area's business community can only be addressed by high capacity transit
- Yes The huge ethnic population in this area love riding HRT instead of driving and will be a certain win-win both for MARTA and the Public
- Yes it will meet a longstanding need.
- Yes It should go further, into central Forsyth county
- No I believe that this action would lead to an increased population growth in this area and that this would have a negative impact on the area. Milton, for example, has decreased the rate of new home building for this reason. I have further concerns about a potential increase in crime rate, and decrease of city services and property values. All of these reasons would make Metro Atlanta a less desirable place to live.
- Yes I live in downtown but I work in Alpharetta, so extending the HRT farther up would be great for me. Because right now, I get on the red line at the Peachtree station and go up to the North Springs station where I have my car parked (I only do this during the weekdays). I take Marta now because I avoid the stress of perimeter and downtown traffic.

**Q3 and Q4: The Locally Preferred Alternative (LPA) approved by the MARTA Board consists of... Which do you believe will best improve the commuting experience in north Fulton County? Please explain why you think one of the alternatives is better than the others.**

East-West-East HRT	Very few commuters will use a bus or transfer at stations
East-West-East HRT	
BRT in Managed Lanes	Choice 2: EWE BRT Choice 3: EWE HRT
East-West-East HRT	NA
	None of these alternatives are feasible. Ridership on our buses remains extremely low. People will not change their driving habits. More traffic lanes will satisfy this growing need.
East-West-East HRT	Useful and Useable/ Long term costs. cost per ride served.
East-West-East HRT	Common Please, increases population, increased traffic. HRT plus connecting bus routes from stations.
East-West-East HRT	I am looking for an option to take a train to airport.
East-West-East HRT	Phasing -with option HRT construction underway: while short term BRT in place.
East-West-East HRT	trains aren't affected by traffic, cleaner, more aesthetically pleasing. Having to change to a train at North Springs would be nothing. I would rather be on a train the whole time.
East-West-East HRT	Board the train and take one line to the airport. I commute several times per month.
East-West-East HRT	Buses are impractical. People, especially on this end aren't bus friendly. It wouldn't help in community if you have to hop off a train and connect with a bus to complete a trip. Too Many Transfers.
East-West-East HRT	BRT is no better than current buses on GA 400. Slow and constrained by the congestion on GA 400. Even dedicated bus lanes will cause serious congestion during their construction. Added to this many people just with not riding buses. I certainly will not consider riding the bus as an alternative to my car.
East-West-East HRT	Prefer rail service to buss of any kind.
East-West-East HRT	Better for environment, Would not impact Traffic as much.
East-West-East HRT	
East-West-East HRT	
East-West-East BRT	Faster to implement (the time estimates for HRT seem pretty lengthy), lower immediate cost, and leaves the option of converting to HRT at a later time, if necessary. It also would mean significantly less noise for residents near BRT lines.
East-West-East BRT	BRT - lower cost option while staying off of 400, quicker proposed timeline to implementation than HRT, less noise impact upon communities close to proposed line (as opposed to HRT which is much noisier). BRT would be same noise as 400 currently. BRT is easily adjustable by adding more or less buses as ridership varies or ramps up, utilizing flexibility for Marta. As ridership increases along with population, later conversion to HRT is still an option using BRT lines (while still a conversion cost, land use costs & impact studies already done).
East-West-East HRT	
East-West-East HRT	
East-West-East HRT	Other choices dont offer a long term solution to address ever increasing demand.
East-West-East HRT	I don't want to ride a bus.
East-West-East HRT	
East-West-East HRT	A bus sits in traffic a rail does not
East-West-East HRT	Taking future traffic into consideration.



**Q3 and Q4: The Locally Preferred Alternative (LPA) approved by the MARTA Board consists of... Which do you believe will best improve the commuting experience in north Fulton County? Please explain why you think one of the alternatives is better than the others.**

East-West-East HRT	GA 400 is already so crowded in peak time. There is no more room to help with a bus commute option. The region is still fast growing and rail service is only longterm option
East-West-East HRT	
East-West-East HRT	
East-West-East HRT	To avoid road traffic
East-West-East HRT	Buses will add additional congestion to the already crowded 400.
East-West-East HRT	
East-West-East BRT	Rail service would be the fastest way to move people, but it would also be the most expensive and create the most damage to the areas of expansion. The bus service would not move the people as quickly, but it would still get them to their destinations with lowest costs, much less destruction to the neighborhoods affected, and little to no change in noise pollution to the surrounding areas of expansion.
East-West-East HRT	
East-West-East HRT	Less Pollution and appreciable time saving from today's situation.
East-West-East HRT	Buses just mean more changes which is more time for passengers. Don't give passengers a reason not to take MARTA. If its a straight shot to a hub to change trains that is much better.
East-West-East HRT	
East-West-East HRT	I believe a significant more amount of people will make use of the train vs the bus. Nobody likes to take the bus.
East-West-East HRT	
East-West-East HRT	
East-West-East HRT	
East-West-East HRT	
BRT in Managed Lanes	I don't want any Marta stations on the east side of 400.
East-West-East HRT	Long term train service will be more consistent and leaves the possibility for future expansion to the rail system.
East-West-East HRT	Less Pollution
East-West-East HRT	Fixed rail is the only way to go. People should not have to transfer from one mode of transport to another. Commuters should be able to get on train in Alpharetta and go all the way to the airport.
East-West-East HRT	
East-West-East HRT	As stated there's too much traffic on 400 already. Buses have to sit in that traffic too.
East-West-East HRT	Managing 400 lanes sounds like a chokehold on 400 traffic and is the worst idea of all. Trains are the most comfortable and don't take away from car traffic.
East-West-East HRT	
East-West-East HRT	Buses do not help to alleviate traffic. If anything they make traffic worse. Hrt is needed to provide an alternative to the existing road infrastructure
East-West-East HRT	Rail is the future! faster, reliable and more capacity
BRT in Managed Lanes	I don't think crossing over 400 two times is effective. if someone is not going to cross 1/2 mile more to the other side for the transit, they sure as hell are not going to be riding rail all the way down to their work.
East-West-East HRT	Rail gets cars off the freeway. Its a more pleasant way to travel to work for professionals. Buses have a negative reputation plus they can be slowed due to traffic. Buses are not as reliable transportation as the Rail system.

**Q3 and Q4: The Locally Preferred Alternative (LPA) approved by the MARTA Board consists of... Which do you believe will best improve the commuting experience in north Fulton County? Please explain why you think one of the alternatives is better than the others.**

East-West-East HRT	
East-West-East HRT	
East-West-East HRT	Extension of the HRT is the natural thing to do
BRT in Managed Lanes	neither
East-West-East HRT	
BRT in Managed Lanes	Lowest cost then allows for improvements to MARTA in other areas ie Clifton corridor and Clayton county
East-West-East HRT	Busses will be unreliable, as their schedules are dependent on traffic. This wouldn't be an issue for trains.
East-West-East HRT	Continuing with a heavy rail line would provide continuity for commuters and make people more apt to ride transit
BRT in Managed Lanes	BRT managed lanes presents lower risk (see Milton County questions) as well as lower costs.
East-West-East HRT	See comment above. Buses require transfers and, given low headways, transfers are deadly to trip time.
East-West-East HRT	Buses are a nightmare, and MARTA does not have the ability to run them efficiently. I will only consider taking MARTA on this 400 corridor if it is heavy rail.
East-West-East HRT	The buses are not a good alternative. They are not efficient or reliable.
East-West-East HRT	Heavy rail is the only option to get the maximum number of riders. Switching bus to train back to bus takes time and reduces useage. Needs to be seamless.
East-West-East HRT	
East-West-East HRT	auto traffic needs to be reduced dramatically, can move more people w/ multiple cars of a train instead of one bus at a time
East-West-East HRT	High rapid transit is faster and easier. People do not like taking buses in the US and will be far more likely to take a train.
East-West-East HRT	Atlantans have no confidence in bus systems. If you are trying to target those who currently drive up this corridor, you arent going to get them to change behaviors by using a bus system.
East-West-East HRT	The GA 400 corridor community consists of choice riders who would likely not ride a bus.
East-West-East HRT	
East-West-East HRT	Heavy rail is best for moving a large volume of people in the shortest amount of time. As north fulton grows so will the need and desire to move large groups of people quickly.
	NONE OF THE ABOVE
East-West-East HRT	
East-West-East HRT	
East-West-East HRT	
East-West-East HRT	
East-West-East HRT	
East-West-East HRT	
East-West-East HRT	
East-West-East HRT	train has no real traffic concerns and does not impact 400 negatively in any possible way
East-West-East HRT	Rail more dependable and faster
BRT in Managed Lanes	Less expense and less invasion/rearrangement of existing land and buildings.
East-West-East HRT	Rail is much faster and Buses cause more congestion then they solve.

**Q3 and Q4: The Locally Preferred Alternative (LPA) approved by the MARTA Board consists of... Which do you believe will best improve the commuting experience in north Fulton County? Please explain why you think one of the alternatives is better than the others.**

East-West-East HRT	Its a close call, although the bus options are less expensive, they are only partial solutions
East-West-East HRT	HRT is easy to ride.
East-West-East HRT	Buses have to share the roads with cars. Even if they start out with their own lanes to use, it won't last. Buses originally were the only vehicles allowed in the shoulder lanes of 400 - now, those lanes are open to anyone. I don't understand the need to have the rail line cross and re-cross the highway - surely it would be cheaper to keep it on one side of 400 all the way up.
East-West-East HRT	People don't like buses
East-West-East HRT	We have become a large suburban area and need the best transit system to sustain the growth
East-West-East HRT	The train system is better economically and linked with planned developments like Avalon promote economic growth. Cheaper is not better. You have to spend money to make money!
East-West-East HRT	Buses are OK for short distance feeders to/from rail stations. We need more rail, which can keep to a regular schedule. Just look at other metro areas.
East-West-East HRT	My thought on this is that the buses still get stuck behind people who do not follow the shoulder lane rules. If the lane rules are enforced, then BRT in managed lanes would be a perfectly acceptable alternative.
East-West-East HRT	
East-West-East HRT	Rail will take vehicles off the road.
East-West-East HRT	Rail is uninterrupted by things that happen on the roadway. I fear a dedicated BRT would take lanes away and further complicate traffic.
East-West-East HRT	I would prefer a train to a bus
East-West-East HRT	It is a higher quality, more permanent solution with a better perceived image.
East-West-East HRT	
East-West-East HRT	Rail is the more efficient and environmental solution.
East-West-East HRT	
East-West-East HRT	E-W-E HRT provides greatest convenience, lowest long-term environmental impact.
East-West-East HRT	
	I am not able to select. Some type of map examples will help make the selection
BRT in Managed Lanes	
East-West-East HRT	
East-West-East HRT	Not sure what the numbers say but trains just seem to be the most efficient means of moving people. 2nd choice would be EAST WEST BRT
East-West-East HRT	The other two still leave vehicles on the road.
East-West-East HRT	BRT just increases traffic. HRT will help reduce it. And HRT is much faster for commuters.
East-West-East HRT	Heavy rail is more reliable than BRT. Its cost is justified by the service it provides and its positive impact in the community.
East-West-East HRT	I prefer rail to bus
East-West-East HRT	Rail is easier to use and less emissions.
East-West-East HRT	too much time lost changing between bus and train. if you're going downtown - it takes long enough on marta... to switch and wait again would feel extra slow.
East-West-East HRT	Just the train is a more appealing alternative than having to catch a bus and a train.
East-West-East HRT	Changing from the bus to a train is less than optimal, plus the traffic on 400 is the main reason to take the train. Why sit on the bus?

**Q3 and Q4: The Locally Preferred Alternative (LPA) approved by the MARTA Board consists of... Which do you believe will best improve the commuting experience in north Fulton County? Please explain why you think one of the alternatives is better than the others.**

East-West-East HRT	
East-West-East HRT	I think many more people would take heavy rail than buses. I know I personally would not take a bus. There is already a MARTA bus station at exit 8 and it isn't packed.
East-West-East HRT	To get on a bus and sit in the same traffic is not a viable alternative. The point is getting off that road all together, not finding another way to sit still in traffic
East-West-East HRT	I'll not use it otherwise. Bus? Switching transportation modes? No to both.
East-West-East HRT	BRT on special-purpose infrastructure will never achieve the ridership of a rail option.
BRT in Managed Lanes	Would provide easier access to North Springs for those living north on 400
East-West-East HRT	It would help the most people
BRT in Managed Lanes	Least costly.
East-West-East HRT	
East-West-East HRT	HRT carries 5 to 6 times as many people as bus and is more attractive to the public. You need bus routes EW at each of the stations to relieve congestion existing, let alone future.
East-West-East HRT	
East-West-East HRT	Bus -still gets stuck in traffic; not an alternative to drivers. Build HRT for the long term -bus service can be cancelled.
East-West-East HRT	Having a seamless transit system is the only way to attract the large number of riders to make system work properly. Who wants to get out of one transit mode and then wait to catch a bus or a train; not many.
East-West-East HRT	
East-West-East HRT	
East-West-East HRT	The frequency of the train will allow the commuters trying to get home during the normal commute and during storms to do it more easily. The train does not run into traffic, stop at lights and get stuck behind accidents like other vehicles.
East-West-East HRT	BRT Will eliminate a travel lane
East-West-East BRT	
East-West-East HRT	Train less dependent on auto traffic
East-West-East HRT	HRT at all cost! The more HRT the better.
East-West-East HRT	Consistency.
East-West-East HRT	If I begin my commute south of North Springs station, then the BRT alternative requires me to make a transfer to a bus. NO THANKS! I would not use this option.
East-West-East HRT	Buses are a waste of time! I hate buses, and I hate the fact that I have to ride a stinking bus to get to Braves games!!! You should have built a rail line directly to Turner Field when you had the chance in 1996. That was a mistake. DON'T REPEAT YOUR MISTAKES!!! Please.
East-West-East HRT	Heavy Rail will be a continuation of the present rail system and makes the transit more logical and convenient. Riders do not want to transfer to bus transit after traveling on the Rail already.
East-West-East HRT	WE NEED A TRAIN SYSTEM!!!!!! What the is going on that has prevented this? Name the big cities that have benefited from Mass Transit-----Hmmm I do not believe Atlanta is on the list!!! And if this issue is not directly and promptly addressed, we will DEFINITELY fall behind economically with doubt of any possibility of recovery-ever.
East-West-East HRT	The idea of waiting for a bus and then taking it to the train station to wait for a train seems like a pain and too many transfers. Just to wait for a train can be an inconvenience as you don't know when it might arrive until you get there and see.
East-West-East HRT	I believe it will be used more.

**Q3 and Q4: The Locally Preferred Alternative (LPA) approved by the MARTA Board consists of... Which do you believe will best improve the commuting experience in north Fulton County? Please explain why you think one of the alternatives is better than the others.**

East-West-East HRT	We must expand the existing system along the corridor. BRT should go to new areas not served by HRT, for example: East to West are feeder lines to HRT.
East-West-East HRT	Fastest and most efficient. I don't want to have to transfer from bus to rail at North Springs, that just slows down the whole process and defeats the point.
East-West-East HRT	train system kills traffic!! Park your car and get on train...
East-West-East BRT	Less Costly Less Impact
East-West-East HRT	This will constantly provide high capacity ridership without t the need to run to catch a train.
East-West-East HRT	Once Implemented, this project will form the backbone of transit and transportation in the North Atlanta region, and it makes the most sense to select a technology which will make it as strong a backbone as possible, and provide the best possible results in terms of positive environmental impact, ridership, and fast transit times. I believe that HRT is far and away the superior approach in all those respects.
East-West-East BRT	More flexibility and lower cost; and faster institute
East-West-East HRT	1. Trains can carry 200 people per trip while buses can only carry about 50. 2.Trains cause less pollution. 3. BRT will not attract riders only trains can. 4. BRT will defeat single ride possibility.
East-West-East HRT	I personally don't want to get on a bus after riding MARTA. I see people every day hurrying to get a spot on the bus. Plus it would be a fourth method of transportation I would have to use daily since I (1)drive to the NS station, (2)ride MARTA and then (3)walk to my office in Midtown & then do the reverse to get home. I also don't want to have to wait on a bus or worry about missing the bus.
East-West-East HRT	Getting off of rail at N-Springs and running to a bus (or vice versa) is not attractive to many (me included) and I do not believe would substantially reduce volume on 400. Changing transit modes adds another variable and opportunity for delay/etc.
East-West-East HRT	It will be too inconvenient to transfer from bus to heavy rail at North Springs. That will discourage rider eventually, also heavy rail is less polluting than several buses.
BRT in Managed Lanes	don't like the idea of trains because they are so grossly dirty but the bus takes so long. Not sure what the right options would work. ideally the trains but they need some sort of safety monitors or else people wont ride
East-West-East BRT	Allows total removal from vehicular traffic. Allows flexibility for future diversions from fixed routes to respond to destination changes and residential construction.
East-West-East HRT	You need to consider travel time improvement compared to the existing buses(85/87/140/143). Existing buses already us GA 400 and achieve a fairly fast time along GA 400. The main advantage of HRT extension is to introduce an additional transfer. All BRT will introduce an additional transfer (unless coordinated with rail) and may result in increase travel time overall. Thanks!
East-West-East HRT	The corridor could start with BRT and BR used for HRT
East-West-East HRT	With the new East Roswell mixed development in talks, this would be a great opportunity to increase revenue for Roswell and North Fulton.
East-West-East HRT	Bus transit is slow and unreliable
East-West-East HRT	Buses are a poor solution that are still impacted by traffic jams. Also, realistically, there are lots of people who just won't ride a bus but will ride rail. A BRT solution seems like lack of political will on the part of leadership in government to put in a real, long-lasting solution. Real cities that are serious about mass transit use rail.
East-West-East HRT	North Metro Atlantans do not want to ride a bus. They are far more likely to utilize heavy rail.
East-West-East HRT	We have too many cars already on 400 with no additional way to ad a bus lane.

**Q3 and Q4: The Locally Preferred Alternative (LPA) approved by the MARTA Board consists of... Which do you believe will best improve the commuting experience in north Fulton County? Please explain why you think one of the alternatives is better than the others.**

East-West-East HRT	Trains are completely removed from traffic, regardless of managed lanes.
East-West-East HRT	Too much traffic congestion now. Uses would only make things worse.
East-West-East BRT	Marta should have more frequent cars and can show it can serve the communities it is presently serving effectively before it extends.
East-West-East HRT	Buses are very slow and do not ease congestion at all, as can be seen in Cobb County's bus lines up 75.
East-West-East BRT	Fill the buses before you spend millions of dollars on a train system
East-West-East HRT	I would much rather get on one train to take me in to town or to the airport instead of taking a bus to a train or a train to another train.
East-West-East HRT	HRT service will be better accepted and utilized than BRT in the highly affluent communities of North Fulton. Residents here will not want to "ride the bus."
East-West-East HRT	Rail will encourage more ridership than buses.
East-West-East HRT	convenience.....nobody would take the bus
East-West-East HRT	Let's keep it as similar to the existing Marta system as possible.
East-West-East HRT	best long term solution providing highest capacity
East-West-East HRT	
East-West-East HRT	Trains would not interfere with the heavy traffic
East-West-East HRT	Heavy Rail Transit is best option to get into the city quickly without adding more stress onto the vehicle highways
East-West-East HRT	Best long term option and bang for the investment.
East-West-East HRT	Seamless with the current network. No need for change of system at North Springs
East-West-East HRT	
East-West-East HRT	HRT is faster and more convenient.
East-West-East HRT	We want to bolster public opinion of the system. Despite the improvements made to the bus fleet (impressive, BTW), there is still a negative connotation to bus service. I believe that MARTA would have a harder time selling BRT, even if it is in dedicated ROW's. Expanding out into the suburbs will be the place that MARTA experiences the most resistance. Expanding the HRT makes it easier to swallow for most of the residents. HRT is faster at Stopping, Loading/Unloading, and Departing stations. There's no transfer at North Springs. HRT has a higher total potential capacity. We constantly reference other cities in which BRT or LRT has worked, but I contend that Atlanta is a unique case. We already have HRT in place. The distances we are covering with this expansion are closer to what we'd expect to see with Commuter Rail than with BRT. HRT makes sense for Atlanta's geographic girth. It's the technology best suited to our geography and ridership demand. E-W-E BRT would be regrettable, but understandable. I still don't support it at all, but it's better than BRT Managed Lanes. BRT M-L is a terrible idea. Any system that has the potential to mix with normal traffic will be a flop before it ever gets constructed. Painting lines for dedicated lanes will NOT keep people out of those lanes. We have to assume drivers are stupid (or resourceful?). See Exhibit A: Atlanta Streetcar. If commuters know that they can get stuck in traffic by taking MARTA, they'll just take their car. I know I would. The possibility of traffic in this expansion simply cannot exist. Plus, working closer with GDOT is a recipe for a more distant completion date and unnecessary political strife.
East-West-East HRT	
East-West-East HRT	Long term this is the best option.



**Q3 and Q4: The Locally Preferred Alternative (LPA) approved by the MARTA Board consists of... Which do you believe will best improve the commuting experience in north Fulton County? Please explain why you think one of the alternatives is better than the others.**

BRT in Managed Lanes	Rail. Is not handle properly I would prefer a bus rapid transit over rail bus service get u closer and also good for seniors citizen They just need to add another bus bay to north springs
East-West-East HRT	I think that this option has the greatest ability to reduce traffic and connect employment centers to workers.
East-West-East HRT	People up here don't enjoy riding buses. Also, trains will not be affected by traffic like buses would be.
East-West-East HRT	Less pollution and good capacity
East-West-East HRT	No need to connect between BRT and HRT. Simplify travel to airport
East-West-East HRT	Bus transit is not a capacity alternative over rail, especially if buses need at any point need to compete for the same route as area vehicles. Buses can best serve as local area commute options to and from rail/transit stations.
East-West-East HRT	I prefer to get on the train and not have to worry about bus service to train stations. I have tried the bus from Windward to North Springs station, and the traffic is still heavy for buses and I got stuck at the NS station once for an hour waiting on a bus. We need the rail to extend up to Windward parkway.  Show the cost benefit of the alternatives. Just saying they are lower cost is a meaningless statement. Prove it.
East-West-East HRT	HRT is the best choice. It is on a dedicated route, that will not require any transfers to the existing HRT rail. Is has the greatest capacity.
BRT in Managed Lanes	I feel the need to express my pro-BRT vote since I hear that the public is telling you otherwise. We need something that can be built at a lower cost so that it can be implemented quickly and so that money can be saved for other transit projects. We need good transit and traffic relief now, not 20 years down the road, and so I will gladly accept a cheaper technology. I don't know if the managed lanes or the separate alignment is cheaper - I will go with either - but I advocate for BRT. Low hanging fruit is good.
East-West-East HRT	because, faster, more convenient and less pollution.
East-West-East HRT	Extension of the train line will provide more ridership because of the lack of a transfer that would be required by either BRT option. While BRT makes sense in many areas, the already-existing Red line makes an extension northward a far better option for the 400 corridor.
East-West-East HRT	HRT cause less pollution and carry more people.
East-West-East HRT	Buses are slow, dirty and horrible to ride in. This project only works if it is fully integrated into the current rail system. Otherwise, I will never use it.
East-West-East HRT	The following assumes the East-West-East HRT option would allow travel from the existing HRT network at North Springs Station to Alpharetta without a transfer: Though expensive, a completely uninterrupted HRT commute from Alpharetta to the Hartsfield Jackson Airport would be incredibly convenient, popular, and profitable. I understand BRT (especially when with its own class-A right of way) can be just as good a quality as HRT - but short of reformatting the entire Red and Gold lines for BRT, it will not be as useful as the HRT. In my opinion, this isn't about BRT vs. HRT, it's about needing to transfer vs. not needing it. Especially considering the Red Line already requires a transfer after 9PM, you could be talking two transfers to get from Hartsfield Jackson to Alpharetta - two too many if you ask me.
East-West-East HRT	I'd prefer light rail for East-West, but since that is not an option. I prefer HR over BR
East-West-East HRT	HRT provides the most value in terms of linking the existing system with minimal changes needed between multiple modes of transportation for the corridor.



**Q3 and Q4: The Locally Preferred Alternative (LPA) approved by the MARTA Board consists of... Which do you believe will best improve the commuting experience in north Fulton County? Please explain why you think one of the alternatives is better than the others.**

East-West-East HRT	I think the HRT needs to continue to make it as easy as possible for people to ride. If I had to take HRT and then get off and switch to another system I would be less likely to ride. But if I could just get on and ride to my destination it would be great!
East-West-East HRT	Trains are faster
East-West-East BRT	Faster to implement and cheaper as well, would offer the same reliability as HRT.
East-West-East HRT	Using a different technology would require riders to transfer at North Springs station to continue their journey, which automatically adds delay and effort to a trip. For this to be a competitive alternative, HRT would make the most sense.
East-West-East HRT	HRT is essential to providing quick and seamless transportation options.
East-West-East HRT	
East-West-East HRT	Using HRT will be a seamless connection from Airport all the way till Windward without a need to hop into a different transit mode (i.e. hopping from train to bus at North Springs)
	Oppose all options.
East-West-East HRT	Rail will be the fastest.
East-West-East HRT	The idea is to get people OFF of our roads altogether.
East-West-East HRT	Rail would be much quicker. No delays with transferring from bus to train
East-West-East HRT	It is the secure way as far as timing goes. Fully aware that things happen the train offers larger capacity as most of the buses especially the express 143 is constantly overcrowded during peak hours leaving some passengers to have to wait additional time to catch another bus due to this. The trains hardly have this problem unless there is a major event going on. However the buses are normally used by commuters like myself trying to get to work or school.
East-West-East HRT	Just do it already
East-West-East HRT	
East-West-East HRT	Capacity, no interference with road traffic
East-West-East HRT	Roads are already crowded. HRT is the better way to go
East-West-East HRT	
East-West-East HRT	
East-West-East HRT	If we're going to do this, let's do it right. Straight shot, no bus transfers.
East-West-East HRT	
East-West-East HRT	Believe it will provide the best ridership experience
East-West-East HRT	Same above. Need hrt up north
East-West-East HRT	My family and i would use the heavy rail alternative. I don't think I would ever use the bus option and I feel many people feel the same way. Especially if you only take that to the current heavy rail station then have to make that transition. Don't waste tax payer money doing something that isn't what the majority of citizens most desire because it is cost effective.
East-West-East HRT	Buses clog up local traffic and are not the solution.
East-West-East HRT	I think heavy rail is better because it will improve traffic on GA400 and is a faster mode of transportation.
East-West-East HRT	HRT would be more permanent that bus lines.
East-West-East HRT	HRT would be more permanent that bus lines.
East-West-East HRT	Trains can more people at any given time and so equivalent about 6 to 8 buses

**Q3 and Q4: The Locally Preferred Alternative (LPA) approved by the MARTA Board consists of... Which do you believe will best improve the commuting experience in north Fulton County? Please explain why you think one of the alternatives is better than the others.**

East-West-East HRT	The bus system in Atlanta unfortunately has a poor reputation and a wider variety of people are less likely to use it. Also, it just adds more buses to the traffic problem and buses don't do well in heavy traffic. Their scheduling would always be off during peak traffic times which would leave people stuck waiting. Adding a HRT or even a streetcar situation where they run on their own schedule regardless of traffic would give dependency and be more likely to be seen as a quality traffic alternative.
East-West-East HRT	I just want a train over a bus
East-West-East HRT	Don't need to transfer at north springs
East-West-East HRT	Heavy rail eliminates transfer time between bus and rail, and makes commutes faster.
East-West-East HRT	Rail service is more reliable
East-West-East HRT	Bus is inconvenient. Rail is super easy and usually has a reliable schedule. The European commuting experience is ideal.
East-West-East HRT	Rail is more applicable to me.
East-West-East HRT	More accessible and ease of use
East-West-East HRT	People don't want to ride buses. People want to get on one mode of transportation and get off at their destination.
East-West-East HRT	
East-West-East HRT	we have been having buses. But the occupancy has been pretty low. Because the bus routes do not to the last meter i.e., to the entrance of sub divisions. HRT would/should also connect us to the Airport easily.
East-West-East HRT	I think more people will ride HRT - it has its own track , is smooth and very relaxing; and will operate even when there is gridlock on the roads. This ihas been my experience riding MARTA to the airport at rush hour. It is great to smoothly get there while cars are stuck on the roads.... BRT will be at the mercy of the situation on the roads with all the other cars...
East-West-East HRT	People who don't currently use transit more likely to use rail than bus
BRT in Managed Lanes	cheaper and faster to implement.
East-West-East HRT	People will not want to stop & change modes of transit at the North Springs station. Heavy rail already exists. And they could get on at Windward Parkway and go all the way to the airport without getting off. PSL The next time GDOT is building brand-new expressways in a large metropolitan areas such as Atlanta, have them leave room in the median for a future rail line. Just like they are doing for the METRO line in DC up to the Dulles Airport today.
East-West-East HRT	Rail has more potential to reduce auto traffic than buses.
East-West-East HRT	Long term efficiency and rider preferences.
BRT in Managed Lanes	None. They are all poor fixes to the traffic problem
East-West-East HRT	
East-West-East HRT	Adding a train line could make it faster for people to travl
East-West-East HRT	Rail is the better way to go because the bus service is terrible. i used to work in Buckhead and would tell my husband all the time that I would take the train if it came up to Haynes Bridge or Old Milton
East-West-East HRT	Busses get stuck in the same traffic
East-West-East HRT	I think more people will utilize rail vs. bus.
East-West-East HRT	Prefer rail as there is assurance that I can reach my destination at the scheduled time.
East-West-East HRT	no cars to deal with on roads

**Q3 and Q4: The Locally Preferred Alternative (LPA) approved by the MARTA Board consists of... Which do you believe will best improve the commuting experience in north Fulton County? Please explain why you think one of the alternatives is better than the others.**

East-West-East HRT	There are already bus systems in place that can bring these residents to the existing MARTA areas. A railway would be the best route to encourage use as it would decrease travel time much more than a bus.
East-West-East HRT	I am simply trying to consider of those who will get their property stolen by government and who will be worse off. When it comes to the BRT, I need more information, ESPECIALLY when it is speaking of "the future" on the the roads in Atlanta, something Atlanta will be catching up with for another 100 years.
	Higher capacity, more appealing, no need for transferring
East-West-East HRT	People like trains better. You will get more riders with trains than with buses.
East-West-East HRT	Faster service... People more likely to take train service than bus service. Also train will not be affected by traffic
East-West-East HRT	
East-West-East HRT	GA 400 can't handle BRT because there is too much traffic.
East-West-East HRT	
East-West-East HRT	The busses still have to deal with traffic lights and traffic, schedules are unpredictable and schedules don't run often enough or late enough to accommodate unplanned late nights at the office.
East-West-East HRT	Buses get caught in traffic. Trains keep rolling.
BRT in Managed Lanes	
East-West-East HRT	
East-West-East HRT	Heavy rail is the most likely to be used by the residents.
East-West-East HRT	
East-West-East HRT	HRT is always better and more efficient that bus transit, managed lane or not.
East-West-East HRT	Train preferred over bus
BRT in Managed Lanes	Stay the hell away from the Chattahoochee River. Creating a bridge to cross is too expensive and the environmental impact is too great. Create bus terminals that get people to the train quickly through traffic.
East-West-East HRT	The train will be faster more efficient.
East-West-East HRT	Changing trains to get on a bus is more complicated than a rail line. It makes Atlanta seem more developed as well to have an expanded rail system.
East-West-East HRT	Heavy rail is more reliable, less prone to traffic problems. The idea was also to get more vehicles off the road.
East-West-East HRT	People will ride the train where they will not ride a bus.
East-West-East HRT	Rail provides faster service without competing for space with autos.
East-West-East HRT	
East-West-East HRT	Because every time we get bus lanes they open them up to the cars eventually you can't open up the train rails to the cars!
East-West-East HRT	Need a single, streamlined path to north Fulton/ Forsyth.
East-West-East HRT	Bus transport has shown to be considerably less reliable than train
East-West-East HRT	Far fewer people will use the line if they have to transfer from bus to train or vice versa.
East-West-East HRT	
East-West-East HRT	I would drive to take a train into the city, but I would not drive to take a bus to take a train. Too much time.
East-West-East HRT	Need to free up the roadway and need for direct transport into Atlanta work nodes and the airport.
East-West-East HRT	buses are slow

**Q3 and Q4: The Locally Preferred Alternative (LPA) approved by the MARTA Board consists of... Which do you believe will best improve the commuting experience in north Fulton County? Please explain why you think one of the alternatives is better than the others.**

East-West-East HRT

East-West-East HRT

I believe that the HRT would be better because it is ultimately a faster and more efficient way of transporting people to their desired workplaces. I believe the BRT would help, but ultimately still contributes to the problem 400 has a on a daily basis which is traffic. People would be more inclined to take the HRT because it is more consistent than predicting how the traffic is going to be on 400 at any given time,

East-West-East HRT

Need to remove the busses off 400!

East-West-East HRT

I have had very little satisfaction with the Marta bus system. It is an inefficient, slow, and unintuitive system. I think a local rail transit could be better planned and tailored to the specific needs of the community. I also think rail transit as more controlled and efficient. I've been satisfied with every rail transit I have used, including Marta's rail transit, which I wish had a greater spread throughout metro atlanta.

East-West-East HRT

Buses won't relieve the traffic. People won't use it because if they're sitting in traffic, they might as well be in their own cars. With the rail system, you are actually bypassing the traffic on 400.

East-West-East HRT

The rail option is the most expensive but it is the only option that will drive ridership. I would avoid riding if I had to switch from a bus or light rail at North Springs. Cheaper is not better in this instance.

East-West-East HRT

Rail will allow the largest number of people to use public transportation in the most efficient manner. It is also faster and more environmentally friendly.

East-West-East HRT

Get the traffic off the road, onto rail. I learned in school in the 70s (!!!) in Europe why trains are the most effective mass transportation, I don't think there is any question or doubt about it. My husband relied on BRT in Los Angeles - instead of being stuck in his own car 2 hours one way the 35 miles to Downtown L.A., he was stuck on the bus for 2 hours one way. Buses are absolutely not sufficient for the transit Atlanta needs.

East-West-East HRT

Carries more people, fast, smooth, potentially more eco friendly though I expect this will be costly.

East-West-East HRT

I've tried riding using the bus service many times and it is hugely inconvenient and I would rather just drive. I've used the marta train to get downtown to work for years and it us hugely convenient and I will never go back to driving down.

East-West-East HRT

Faster for users. Buses usually have to encounter the problem of rush hours whole train doesn't have this problem

East-West-East HRT

With a bus, people still have to stop at N Springs and switch modes of transportation. That adds enough time and trouble that it's not attractive. I'm no more likely to use that than I am the current set up.

East-West-East HRT

Any other option than HRT will not make a dent in the traffic density

East-West-East HRT

East-West-East HRT

Putting more vehicles on the road is not the answer, getting people on a system that is not depending on the current system is more realistic.

East-West-East HRT

Atlanta is the Empire State of the South...shouldn't we have a heavy rail system that is comparable to other large metros

East-West-East HRT

I like the fact that the trains run on a pretty set schedule (vs. the buses which have to deal with traffic) and I'm all for getting as many motor vehicles off the road as possible!

East-West-East HRT

Heavy rail is the best option for daily commutes. More daily commuters will be interested in the speed, especially the large number of people travelling from the suburbs into the city.

East-West-East HRT

East-West-East HRT

Don't want to change transportation modes

**Q3 and Q4: The Locally Preferred Alternative (LPA) approved by the MARTA Board consists of... Which do you believe will best improve the commuting experience in north Fulton County? Please explain why you think one of the alternatives is better than the others.**

East-West-East HRT	Trains carry more people per unit. Simple as that.
East-West-East HRT	
East-West-East HRT	Faster transit for more folks than a bus can carry; buses are tied to 400 traffic, HRT is not.
BRT in Managed Lanes	
East-West-East HRT	Seamless and reliable to provide more options for the city's growth.
East-West-East HRT	Heavy rail offers the best service because adding a transfer between modes only complicates and slows travel.
East-West-East HRT	Forsyth, North Fulton residents need a transit system to reach downtown faster.
East-West-East HRT	The current real coverage is too limited.
East-West-East HRT	Rail is safer and commute friendly, you move more people as well
East-West-East HRT	Hrt give the most consistent ride and fastest transit times to downtown. Train is much more familiar to residents of atlanta.
East-West-East HRT	
East-West-East HRT	More of us will use a HRT option that doesn't require transferring from a bus to a train.
	No idea
East-West-East HRT	I prefer HRT in the long run as it has much higher capacity capabilities. BRT in dedicated lanes would be second, but any sort of solution where BRT is included in lanes on GA-400 is no good. Traffic is too bad.
East-West-East HRT	Trains are more reliable than buses
East-West-East HRT	You get on the train and go.
East-West-East HRT	Many folks do not like traveling in buses.
East-West-East HRT	We need to remove cars from the road to relieve congestion.
East-West-East HRT	Will be used more. More consistent.
East-West-East HRT	Bus Rapid transit isn't a permanent solution
East-West-East HRT	MARTA needs heavy rail transit, because it is a long term solution. Bus transit is not a long term solution. However, managed lanes on GA 400 are a good idea.
East-West-East HRT	The BRT alternatives do not provide as convenient a means of rapid access for a commute into Atlanta and would be less likely to be used in mass
East-West-East HRT	Having one seamless connection makes for a better experience
East-West-East HRT	Rail is quicker than bus
East-West-East HRT	Rail is quicker than bus
East-West-East HRT	BRT requires fully dedicated right of way. Any BRT plan in Georgia will end up in managed lanes with HOV and will not be an express service.
East-West-East HRT	
East-West-East HRT	It needs to be convenient...you should be able to stay on the train and get to your destination without leaving the station to get onto a BRT. Especially to go the same way.
East-West-East HRT	faster more reliable service
East-West-East HRT	
East-West-East HRT	Faster transport with HRT> BRT. BRT in managed lanes is not a true alternative to GA 400.
East-West-East HRT	
East-West-East HRT	HRT would be cost effective in the long run and would not require new facilities separate from the existing HRT @ N. Springs.
	HRT is the costliest, but the most viable long-term in my opinion. I think it will also get the most use and reduce the need to transfer to a train at North Springs.

**Q3 and Q4: The Locally Preferred Alternative (LPA) approved by the MARTA Board consists of... Which do you believe will best improve the commuting experience in north Fulton County? Please explain why you think one of the alternatives is better than the others.**

East-West-East BRT	I don't know enough to make a decision. I assume that BRT is more flexible and cheaper than HRT, so that's why I selected BRT. And I assume that managed lanes will eventually become as congested as normal lanes, so that's why I selected East-West-East. But I really don't feel like I can make a good decision based on these little facts.
East-West-East HRT	
East-West-East HRT	
East-West-East HRT	
East-West-East HRT	I know I wouldn't want to change modes within one corridor. This complicates trips that cross the boundary of BRT and HRT south of North Springs.
East-West-East HRT	
East-West-East HRT	
BRT in Managed Lanes	
East-West-East HRT	No one from North Fulton is going to utilize a bus system. It would serve to bring ITP residents north, but would not be of use to OTP residents.
East-West-East HRT	The bus system is more confusing to me.
East-West-East HRT	I would much sooner ride a train than I would get on a bus.
East-West-East HRT	Rail transit provides hubs (the stations) for meaningful expansion of bus transit; the hubs are typically weather-safe and therefore more likely to be used.
East-West-East HRT	I don't like to take the bus, and don't. You can't count on bus schedules the way you can train.
East-West-East HRT	I believe more people would use the train as a commuting alternative to buses. I would. Buses are still on the roadways, causing delays with all their stops
BRT in Managed Lanes	Less off-400 travel, more direct.
BRT in Managed Lanes	People who really need to ride the bus will, they won't be hoping on in south Atlanta riding the rail trying to push for money or hop off at more elite towns.
East-West-East HRT	
East-West-East HRT	Buses will inevitably be competing with cars and traffic. Trains don't have to fight the idiots who don't read the signs.
East-West-East HRT	I think Marta needs more heavy rail. BRT is good, but really it's more gas and fuel and pollution, plus it's subject to traffic. Even if it has a dedicated pathway and is considered cheaper, that doesn't mean it's the best solution. Atlanta has lots of buses already. We need trains!! Plus BRT is clunky and ugly and not very pleasing to look at or easy to maneuver. BRT is Good, but as more of a support system so as to provide extra transport to the suburbs, maybe on major main roads and blvds. HRT is best for the long run and for continued future use of the system. BRT is not as permanent as HRT. HRT is better because rail lines can be replaced or expanded. Trains can be changed and upgraded. Trains are the future. They use less fuel, move faster and provide a much more enjoyable experience for the traveller. Plus what child doesn't love going on a train ride. Trains can be expanded and can grow with the community. Atlanta is heading in the direction of trains with the Multi Modal Passenger Terminal, the streetcar and the beltline. All of these are train focused programs. Atlanta needs the momentum that trains provide, we need to keep the movement going.
East-West-East HRT	Buses are far more subject to traffic congestion which leads to schedules that are incorrect which makes using them for planned events problematic. In addition, the Managed Lanes for 400 are currently in the planning phase; while they may help address some of the congestion issue, they are still uncertain and not something I would want to plan on.



**Q3 and Q4: The Locally Preferred Alternative (LPA) approved by the MARTA Board consists of... Which do you believe will best improve the commuting experience in north Fulton County? Please explain why you think one of the alternatives is better than the others.**

East-West-East HRT	Heavy rail would allow commuters to stay on the same MARTA trains all the way from the city rather than having to transfer to/from a bus. Heavy rail also transports more people per car, and faster.
East-West-East HRT	Trains are faster than buses and seem less likely to be effected by traffic delays
East-West-East HRT	I would assume train would be all around faster.
East-West-East HRT	Prefer train to bus
East-West-East HRT	.
East-West-East HRT	Buses aren't going to cut it.
East-West-East HRT	Bus schedules are not reliable
East-West-East HRT	
East-West-East HRT	HRT will not take away lanes from cars.
East-West-East HRT	avoids need to transfer from bus / train. Much more efficient and convenient.
East-West-East HRT	Trains are much more reliable, not subject to most traffic (except overcrowding) and would be able to still be serviced by bus lines going elsewhere.
East-West-East HRT	Don't put more buses on 400. Provides no relief!
East-West-East HRT	We're not going to ride the bus. HRT has parking garages so that we can ride even when it's raining. I'm not going to sit at a bus stop waiting for a bus in the rain. Families more likely to ride the rail than a bus also.
East-West-East HRT	Same as above comment: Yes, extending the MARTA further north would make my commute easier as I would ride MARTA daily and I feel it would also take more cars off the road on 400.
East-West-East HRT	
East-West-East HRT	Buses routes only add more traffic to roads, are not as reliable as train service, and do not increase the overall value of mass transit options to an area.
East-West-East HRT	More affluent people are willing to ride the train versus bus. Plus you have the capability of moving more people, faster.
East-West-East HRT	Trains can fit more people than busses
East-West-East HRT	If you are taking Marta it is to reduce traffic without adding on to your commute.
East-West-East HRT	The buses still have to sit in traffic and emit pollution.
East-West-East HRT	I fail to see how BRT addresses the vast majority of the commute needs and doesn't remove that many vehicles replaced by the bus. Still puts a vehicle on GA400 and doesn't address air quality issues.
East-West-East HRT	We need a more permanent solution to the traffic in metro Atl.
East-West-East HRT	Frankly, trains will get more use as many Forsythians and north Fultonians are snobs who will not take the bus. Moreover, the perception of multiple stops (even though rapid transit has none/few) will cause many who have never previously used public transit to try it. Trains also have greater ability to be improved long-term, in terms of speed. Have the Marta designers visited Europe or Asia in the last 2 decades?
East-West-East BRT	HRT will be able to move more people than a bus system
East-West-East HRT	for long term transit
East-West-East HRT	I think people in the area are less likely to take buses over rail.
East-West-East HRT	Hrt is the way to go
East-West-East HRT	best investment for the long term
East-West-East HRT	
East-West-East HRT	I favor the HRT alternative because building rail will not get cheaper, and North Fulton needs a direct connection to the region.



**Q3 and Q4: The Locally Preferred Alternative (LPA) approved by the MARTA Board consists of... Which do you believe will best improve the commuting experience in north Fulton County? Please explain why you think one of the alternatives is better than the others.**

East-West-East HRT	Train is faster than the Bus Rapid Transit.
East-West-East HRT	Less connections and complication. The heavy rail line is the backbone of the system, and it needs to go up into N. Fulton. It's already there ready to go. Roswell and Alpharetta are major cities of the metro, they should have train stops.
East-West-East HRT	Managed lanes and busing do not offer enough incentive.
East-West-East HRT	Env friendly. Safety.
East-West-East HRT	It's the locally preferred one, but I would support BRT too.
East-West-East HRT	Reduces pollution and provide more passenger traffic
East-West-East HRT	BRT would only add to the traffic while HRT would be on a separate system entirely.
East-West-East HRT	HRT is the only option that would actually alter the lifestyles of those in this corridor. While I have no problem with BRT, the connotation of buses would turn off the large majority of potential mass transit riders.
East-West-East HRT	Trains are more efficient.
East-West-East HRT	HRT provides a better, safer riding experience than bus.
East-West-East HRT	Bus rapid transit is a oxymoron
East-West-East HRT	I don't think the bus system is very good now, so I don't see how it would be better in the future. Often times, buses (namely the 143 bus) are late, are extremely full, or the bus drivers leave before the time that they are supposed to. I don't see these issues being resolved by allowing the bus to use a future "Managed Lane."
East-West-East HRT	
East-West-East HRT	Future planning - BRT and Managed lane solutions would be relative short term solutions concerning the growth currently and planned for the future ...
East-West-East HRT	Bus service is simply to the equivalent of heavy rail. And once you're in the Marta rail system transfers are easy. I'd use heavy rail. I would not use the bus system.
East-West-East HRT	Maximum population and ability to carry passengers
East-West-East HRT	
East-West-East HRT	HRT is not subject to Atlanta traffic constraints.
East-West-East HRT	A HRT line will have a greater number of riders than the other options.
East-West-East HRT	much more convenient than having to transfer
East-West-East HRT	HRT is more reliable than buses
East-West-East HRT	Well at least you are being proactive with leaving BRT on the table.
East-West-East HRT	There will be greater utilization of trains as opposed to buses.
East-West-East HRT	Despite having a higher impact to the environment and communities, HRT is preferred as it is a completely new means of transportation that does not require adding buses to already congested roadways.
East-West-East HRT	BRT is still subject to the same traffic issues that plague the corridor. Creating managed lanes may also lead to more issues, including costs approaching that of HRT.
East-West-East HRT	BRT will not be large enough capacity.
East-West-East HRT	None of these are options that I would support.
East-West-East HRT	buses are subject to the traffic mess and no one likes riding buses
East-West-East HRT	A train is always preferable as it is independent of the road situations and has the capacity of carrying huge number of people. Creating bus transit is no way as effective.
East-West-East HRT	Managed lanes will either take away lanes from existing traffic or he buses, like they do now that the shoulders are open to traffic, get stuck with everything else.

**Q3 and Q4: The Locally Preferred Alternative (LPA) approved by the MARTA Board consists of... Which do you believe will best improve the commuting experience in north Fulton County? Please explain why you think one of the alternatives is better than the others.**

East-West-East HRT	HRT will always be the best long-term solution. People prefer trains over buses, and rail will be more reliable, quicker, and contribute to future transit connectivity in the region
East-West-East HRT	We have not reached a perspective shift needed for people in that area to embrace bus transportation.
East-West-East HRT	When the city was last shut down for an ice storm, buses and taxes weren't moving. MARTA Rail was...running on a Sunday schedule. That alone says why rail is better than buses.
East-West-East HRT	I don't think BRT will improve the commuting experience enough. Many people refuse to ride the bus, and only want to take the train. If the bus is using existing traffic lanes, then it's not going to be any faster and that's what a lot of people are looking for in using public transit. If there was BRT that got to ride in a dedicated buses-only lane, then that might be a workable alternative. But given that Governor Deal opened up the 400 shoulder to all traffic I would worry that any dedicated lanes wouldn't stay dedicated to buses, so the train seems like a better option. Also, it would be easier for me to just hop on the train and not have to make the switch from bus to train.
East-West-East HRT	By forcing riders to transfer MARTA will lose potential riders and the cost will increase because the need to build a maintenance facility near the corridor, when using existing technology can use the existing maintenance facilities.
East-West-East HRT	Cheaper sounds good, but in practice unless you have dedicated lanes for buses, you'll still be seating in traffic, just in a bus.
East-West-East HRT	I prefer using heavy rail. It doesn't compete with traffic on GA400 but instead takes vehicles off it.
East-West-East HRT	A rail line is needed to provide a desirable alternative to driving
East-West-East HRT	Rail is permanent and people can count on it when choosing where to live and do business. Second, people coming from this far out will probably have to take another form of transit once they arrive in the city--preventing a SECOND change (BRT->rail->bus) makes it ever so much more usable. Rail->bus alone is best. Lastly, it is FAR more likely that people who are dubious of transit will take a train rather than a bus, due to perception alone.
East-West-East HRT	HRT is the most desirable option and will provide the fastest and longest term investment. Now of course HRT is extremely expensive but it would be worth the cost in the long run. Not to mention extending the current heavy rail will eliminate the need for having to make a transfer at North Springs from one mode to the other. I think a one seat ride from Windward to the Airport would be very appealing to many not to mention access to all the other great destinations MARTA serves. If the line has to be built as BRT due to financial reasons it should be built to a very high standard. Many BRT systems in the US don't seem to be built to the standards of BRT systems in other nations. It should be Gold Standard BRT. It must be effective enough to entice people to get out of their cars as those "choice riders" are the main ones you'll have to target in the northern suburbs. If it's BRT the transfer to HRT at North Springs must be engineered to be as seamless as possible and timed accordingly. Making people have to wait for a train during the transfer wouldn't be ideal. BRT bus arrives, people make their way to the train, the train departs and vice versa.
East-West-East HRT	The heavy rail transit option is the best option by far. Having to transfer between buses and rail would significantly decrease the utility of extending transit because of the added time, inconvenience, and uncertainty of having to make a transition.
BRT in Managed Lanes	Heavy rail is outdated technology and will cost too much.
East-West-East HRT	more people will participate if they don't have to change from bus to train
East-West-East BRT	BRT is so much cheaper. Be responsible here!
East-West-East HRT	No one likes taking a bus. Trains are the way to go and more reliable without clogging up the existing roads

**Q3 and Q4: The Locally Preferred Alternative (LPA) approved by the MARTA Board consists of... Which do you believe will best improve the commuting experience in north Fulton County? Please explain why you think one of the alternatives is better than the others.**

East-West-East HRT	I will not take the bus. They are overcrowded, never on time, and sit in traffic like everyone else. I do not believe that the 'bus-only' lanes will work. Heavy rail is the only option I will support.
East-West-East HRT	
East-West-East HRT	I prefer having Marta at North Springs. It is easy to get down there. Furthermore, the bus already has a route from Windward to the station.
East-West-East HRT	
East-West-East HRT	Eventually (if not already) heavy rail will be necessary on this heavily travelled route. The cost of the infrastructure and land acquisition will be lower now than in the future.
East-West-East HRT	I will always pick rail, less traffic on the roads.
East-West-East HRT	Rail is not affected by car traffic, and is a longer term solution that will accommodate growth of the North Fulton and Forsyth County metro areas. Pollution is lower with rail and will encourage more commuters to take rail over BRT or drive alone.
East-West-East HRT	
East-West-East HRT	I expect the demand to be high enough to justify the train.
East-West-East HRT	We won't have to worry about transfer.
East-West-East HRT	Buses are slower and as subject to traffic problems as cars
East-West-East HRT	
East-West-East HRT	Heavy rail transit is absolutely necessary to create a reliable and fast form of transportation. The area continues to grow and needs the largest capacity option.
East-West-East HRT	While having dedicated bus lanes is not a bad idea, it reduces the opportunity for further widening of 400 for automotive traffic.
East-West-East HRT	Buses are limiting for travelers and business folks who need to bring airport luggage or business bags.
East-West-East HRT	I would drive to rail station and commute intown but I would not take a bus. I am pretty sure most of my neighbors would say the same thing.
East-West-East HRT	Trains can carry 300 passengers in a short time without need to change
BRT in Managed Lanes	Less expensive, less impact to neighborhoods.
BRT in Managed Lanes	Heavy rail is far too expensive, disruptive and time consuming to build. BRT makes much more economic sense, and could be implemented faster.
BRT in Managed Lanes	Lesser evil of all the choices you have here
East-West-East HRT	the HRT is the best method to get auto traffic off of the GA 400 Corridor. Not as many people will use BRT because of the negative reputation of buses and the fact that putting buses on GA 400 will put them right in the traffic mix.
East-West-East HRT	
East-West-East BRT	I do not want more tax dollars used on this, the less expensive option appeals to me.
East-West-East HRT	much more likely to be used
	Why do you think we need more rapid transit on North 400? I don't know any citizens who have expressed an interest in or need for this service.
East-West-East HRT	Bus transit will increase transit times as riders transfer between busses and rail. not an appealing option. Busses will also have to deal with traffic.

**Q3 and Q4: The Locally Preferred Alternative (LPA) approved by the MARTA Board consists of... Which do you believe will best improve the commuting experience in north Fulton County? Please explain why you think one of the alternatives is better than the others.**

BRT in Managed Lanes	The horrendous costs associated with construction of rail, and the endless disruption of traffic on GA400. Adding busses and bus lanes would be wiser to determine the population that actually would be traveling the 400 corridor on public transportation, while utilizing the present routes, and existing vehicles at a minimal increase in cost to the community.
East-West-East HRT	The area is in need of HRT. We already have bus service, but the HRT system would be much more convenient.
East-West-East HRT	Marta will see a bigger return on investment by expanding the rail line than what they will realize with enhanced BTR.
East-West-East BRT	lower cost and will not affect our property value
East-West-East HRT	It would get traffic off 400. And people who will not ride a bus will ride a train.
East-West-East HRT	I feel due to the population in this corridor it would be far more beneficial. Also, with all the new construction, there will be added traffic off the 400.
East-West-East HRT	Once you have to get on a bus, you're still fighting traffic. You can do that on a bus, or in the comfort of your car. Most people choose the latter.
East-West-East HRT	Buses will still sit in traffic just like cars
East-West-East HRT	Bus transit will not work sufficiently until true bus lanes are established. The awful and insufficient roadways do not make bus riding attractive
East-West-East HRT	It is much more convenient to get on the train without any transfers
East-West-East HRT	HRT would not impede or be dependent on current traffic conditions.
East-West-East HRT	Involving a bus transfer---or buses at all slows down the transit and would greatly decrease ridership. Heavy rail is also more environmentally sound.
East-West-East HRT	Heavy rail is what will be needed in the future
BRT in Managed Lanes	
East-West-East HRT	Do it right the first time. Plan ahead.
East-West-East HRT	HRT more hassle free. Even minor car accidents on 400 would still bring BRT options to a grinding halt...and serious accidents would be even worse.
East-West-East HRT	Faster, relieve road traffic.
East-West-East HRT	Rail is better than road.
East-West-East HRT	I believe HRT is the only answer to sufficiently impact the traffic on 400 it is more efficient and would encourage more ridership.
East-West-East HRT	HRT is better, first, we built once, and benefit forever, second: it is fast and don't to worry for the traffic, currently, I do take Bus in #8 to NorthSpring and then transfer to Train, a lot of time, it cost me more time and the BUS is delay due to the traffic as well. I don't like any of those options and find it interesting that no option for that is provided.
East-West-East HRT	Buses are far more unreliable with times. They still get caught up in traffic situations -- which is the whole point!
East-West-East HRT	Buses will just added to the already congested 400 highway.
East-West-East HRT	It is irrelevant until you make the infrastructure withing the perimeter better. Until Marta goes where people want to go, extending it further in each direction is a waste.
East-West-East HRT	Trains are faster than buses. trains are more popular than buses. Plus you'd have to transfer from bus to train, taking more time.
East-West-East HRT	More people can fit on a train I don't believe any of these 3 will help.
East-West-East HRT	Train transit is more convenient so it will result in greater adoption by new commuters
East-West-East BRT	Buses better than train

**Q3 and Q4: The Locally Preferred Alternative (LPA) approved by the MARTA Board consists of... Which do you believe will best improve the commuting experience in north Fulton County? Please explain why you think one of the alternatives is better than the others.**

East-West-East HRT	Rail services are faster, and this would help me out greatly by reducing my transit time to get to the nearest MARTA rail station.
East-West-East BRT	Most cost effective and making use of already existing infrastructure - only need to add more day parking lots for commuters.
East-West-East HRT	I would not switch from bus to rail to get to where I want to go (especially on a daily commute). I would want to get on the rail up here (in Alpharetta) and ride it all the way down the line without having to switch.
East-West-East HRT	i prefer train travel to bus travel, includes more people.
East-West-East HRT	Less Pollution.
East-West-East HRT	Busses are terrible
East-West-East HRT	The BRT will not go to where the jobs and universities are. No car owner will transfer from BRT to get onto Marta. It needs to be one efficient system, with no transfers all the way through to Buckhead, 5 Points, and to the Airport. In other words, just an expansion of the red line.
East-West-East HRT	Not having to switch from bus to rail would cut down on travel times.
BRT in Managed Lanes	Better use of funds.
East-West-East HRT	It won't be a wise decision to spend few millions for nothing in BRT, since the BRT won't be quite different from the current MARTA bus routes time wise.
East-West-East HRT	This opens up a lot of opportunities for everyone better than the bus. The problem with the bus is we end up switching at different stations if we need to go to downtown and then there are delays if we miss the transit, which is one of the reasons for people deciding to just drive all the way or drive until North Springs.
BRT in Managed Lanes	Other options will only increase congestion further and these options are not desired by most commuters living in the affected areas.
East-West-East BRT	Lower cost
East-West-East HRT	It's more efficient to have direct railway. More people will utilize it. Look at The Long Island Rail Road, it works and people use it.
BRT in Managed Lanes	Not as many passengers can fit on the bus.
East-West-East HRT	Only trains will reduce the needed time in traffic.
East-West-East HRT	Either BRT option will be a minimal change from the existing MARTA bus route 143 and will in no way be comparable to trains.
East-West-East HRT	I prefer the HRT because it means faster transit.
East-West-East HRT	Closer proximity to developed areas
East-West-East HRT	It is proven and can transport more people.
East-West-East HRT	No traffic on the train, better dependability and can handle high commuter volume.
BRT in Managed Lanes	I do not want a MARTA rail line in Alpharetta due to MARTA causing a decrease in home value and increases in crime.
East-West-East HRT	Decreased traffic on 400
East-West-East BRT	Least expensive option for an already unnecessary and costly venture.
East-West-East HRT	More people would be likely to use it.
East-West-East HRT	Buses are still subject to traffic. Rail is not. Rail is just more reliable.
East-West-East HRT	Ridership will be higher on rail vs bus
East-West-East BRT	HRT will take too long to construct and will create more congestion in the process
East-West-East HRT	

**Q3 and Q4: The Locally Preferred Alternative (LPA) approved by the MARTA Board consists of... Which do you believe will best improve the commuting experience in north Fulton County? Please explain why you think one of the alternatives is better than the others.**

East-West-East HRT	rail can be a straight shot to the airport and will not be in traffic tie ups as busses would be..
East-West-East HRT	Train can run on a more consistent schedule. People can count on the train to plan their activities!
East-West-East HRT	Heavy rail will take more cars off the road.
East-West-East HRT	Heavy rail has the best routes
East-West-East HRT	Extending the existing heavy rail service would lend itself to the least amount of resistance.
East-West-East HRT	The rail wouldn't be affected by weather conditions the way buses would be. It would also not require commuters traveling further south to transfer from a bus to a rail at North Spring station thus creating a more convenient transportation alternative. Bus to rail transfer could add another 15-20 minutes to a one way commute. HRT is also a cleaner alternative. It would also encourage local residents to invest in electric vehicles since the hybrid rail/car option would eliminate the battery range concern. Bring a vibrant young community into the area that embraces fast mass transit options.
East-West-East HRT	I think people are more likely to use HRT, and I don't think BRT in managed lanes is ideal since it would be subject to delays due to traffic congestion
BRT in Managed Lanes	Economically Feasible. HRT will cost too much.
East-West-East HRT	I will be a blunt realist, here: Very few affluent people will ever ride the bus.
East-West-East HRT	Trains are easier to travel on than buses and move way more people.
East-West-East HRT	if you have to ride the bus, most people will not use it and will instead drive or go to the nearest rail station. Very little benefit to traffic improvement.
East-West-East HRT	HRT drives the process. Though MUCH more expensive, it insures the commitment to meeting the LONG TERM mass transit needs of the northern suburbs.
East-West-East HRT	Buses aren't going to solve the problem.
East-West-East HRT	The rail reduces traffic on 400. The Bus Rapid Transit would only take up more space and crowd and already SLAMMED GA400.
BRT in Managed Lanes	Lowest impact and cost
East-West-East HRT	Buses are not as reliable
East-West-East HRT	
East-West-East HRT	
East-West-East HRT	HRT is more efficient, can move more people. Also, the change of mode from Bus to Rail would be a pain and only make the trip longer.
East-West-East HRT	I'll ride the train, even with the smelly homeless drug addicts, but I'm not gonna ride the bus. I do not think the options are worth any relief. There are better ways. Just stop bringing people into our community. People who contribute to the community are able to do their best to drive, give them a break on the car taxes if they carry people in their car to their job site.
East-West-East HRT	
East-West-East HRT	I've ridden the MARTA bus one time in Atlanta and I will not do it again. The speed, convenience, and perception of safety, of bus transportation is much less than rail. Atlanta is one of the largest metro cities in the country - we should have rail transit options similar to other large cities.
BRT in Managed Lanes	Helps with the congestion on GA 400 especially during rush hours since the population off Old Milton Pkwy is exploding.



**Q3 and Q4: The Locally Preferred Alternative (LPA) approved by the MARTA Board consists of... Which do you believe will best improve the commuting experience in north Fulton County? Please explain why you think one of the alternatives is better than the others.**

East-West-East HRT	The more times that a commuter has to change modes (i.e. car to bus to train to bus to walk to destination), the less likely a commuter will use mass transit. If enough stations are built where people actually live and where they want to go, they will use mass transit, i.e. North Springs line drops directly into Hartsfield airport. Car to train and done! How different might things have been for Turner Field if there had been a train station built there instead of more parking lots?
East-West-East HRT	Would not use the bus.
East-West-East HRT	HRT since it fits better with the infrastructure already in place. However the rail should cross back east north of Holcomb bridge road since most of the traffic moves east, thus having the station on the west side of 400 makes most sense.
East-West-East HRT	I would not use the bus service at all. I enjoy using public transit because it is faster than driving my car, and support the HRT option because it enables me to go straight from my home to a rail station and have a 25 minute rail-only commute to my Midtown office. Having to change modes of transportation, even if it didn't result in a longer commute, would give me the perception of a longer commute, and I would not use it. I believe many commuters share this view.
East-West-East HRT	no switching out of vehicles. total time in transportation is reduced considerably (waiting for bus, then waiting on train)
East-West-East HRT	we feel uninterrupted connectivity to south of Atlanta and Airport is best way to go, and HRT improves that.
BRT in Managed Lanes	BRT is more cost effective. Managed lane system needs to be expanded up GA400.
BRT in Managed Lanes	Less impact on the community
East-West-East HRT	While increased bus options would be good, they still rely on roads verses dedicated rail.
East-West-East HRT	Long term the rail extension is better.
BRT in Managed Lanes	
East-West-East HRT	HRT is doing the right thing. BRT is compromise.
East-West-East HRT	
East-West-East HRT	People detest buses. Another other option would not make dent on the issue.
East-West-East HRT	I would not want to bus to train. Just bring it on up and keep going to Cumming. Bus to train makes sense for communities who aren't along a convenient rail path. (East/West towards the central rail line)
BRT in Managed Lanes	Cheaper and faster to implement. Less risk
East-West-East HRT	Most people don't like riding a bus. Rail is more streamlined.
East-West-East HRT	
East-West-East HRT	IT moves the most people in the greatest amount of time.
East-West-East HRT	HRT is more reliable and will not impact any additional overhead on top of the existing traffic issues on the roads in this area.
East-West-East HRT	Second and third options will make the current roads condition worse if there are no improvement on existing roads and no construction of new roads. In addition, if people want to commute beyond North Springs to the south, they would have to change stations, which is not convenient at all.
East-West-East HRT	Most residents in Alpharetta do not prefer the MARTA bus transportation.
East-West-East HRT	While more expensive, it would be better to draw traffic from the roads. Also, having stations north of Roswell would help to focus traffic away from clogging the Perimeter area.
BRT in Managed Lanes	Lowest cost. Would still not pay for itself--ever. Marta rapid transit is hopeless and will be a drain on Fulton County forever.
BRT in Managed Lanes	
East-West-East BRT	Can't see the hard rail going down too well among local residents, so one of the bus alternatives seems better



**Q3 and Q4: The Locally Preferred Alternative (LPA) approved by the MARTA Board consists of... Which do you believe will best improve the commuting experience in north Fulton County? Please explain why you think one of the alternatives is better than the others.**

East-West-East HRT	
East-West-East HRT	Heavy rail transit is moving more commuters with less cost, less pollution,
East-West-East HRT	Heavy rail transit will be faster and more efficient...and will be an extension of an existing system that is already more used than buses. People will be more willing to use HRT than buses.
East-West-East HRT	Trains get cars and buses off the road
East-West-East HRT	The bussing in managed lanes would be no different than now in terms of getting to the trains, they would be on the main road and subject to weather and accidents. The BRT is less like able in terms of ease of use, and being able to remain on a single form of transit and not having to transfer from a bus to a train to get downtown.
East-West-East HRT	The trains bypass traffic and carry more and pollute less - better for those working here and going to the airport
East-West-East HRT	Buses will get stuck in Rt 400 traffic. Rail transit will avoid the traffic and congestion from cars and trucks.
East-West-East HRT	
East-West-East HRT	My hope would be to reduce my overall commute time, or least make it more predictable. I see no way that any kind of bus expansion does this.
East-West-East HRT	rail transit is preferred over existing bus extension for better adoption
East-West-East HRT	
	None
East-West-East HRT	Bus still increases traffic on roads vs rails
East-West-East HRT	The affluent north end commuters will not use Busses. The buses would just be stuck in traffic. Get the cars off the road!
East-West-East HRT	Contiguous service is key - changing over adds time and headache to an already long commute to airport
BRT in Managed Lanes	low cost and lower tax. BRT is more affordable and easier to control.
BRT in Managed Lanes	Not in favor of rail lines and stations
East-West-East HRT	Faster. Buses will still ply on the congested roads and be slower.
East-West-East HRT	Consistent rail line, high capacity, guaranteed quick transport, no transfers, stigma of buses
	None of these, people in this area do not use the transit system now and there is no reason to think they will in the future.
East-West-East HRT	Bus Rapid Transit will add to the traffic congestion. Don't take shortcuts, add rail!
	Model your success off the DC Metro system.
BRT in Managed Lanes	They are all useless
	I do not have enough information at this time to determine the best alternative.
East-West-East HRT	Convenient to not have to change
East-West-East HRT	Spend the money and do it right!
East-West-East HRT	HRT is cleaner and faster and there won't be a need to transfer from Existing HRT into buses at North Spring station when traveling north or vice versa.
East-West-East BRT	There is not enough information on the options
	Don't do it
	See answer to 2 above
East-West-East HRT	This is far more convenient and would much better serve to improve our area as described above.
East-West-East HRT	Train travel times are not competitive with BRT travel times

**Q3 and Q4: The Locally Preferred Alternative (LPA) approved by the MARTA Board consists of... Which do you believe will best improve the commuting experience in north Fulton County? Please explain why you think one of the alternatives is better than the others.**

East-West-East HRT	Trains provide fast and reliable travel times between locations by avoiding unnecessary stopping or slowing
East-West-East HRT	I don't use the bus and it really doesn't alleviate the primary problem, which is traffic on 400.
BRT in Managed Lanes	
East-West-East HRT	Why add bus traffic to the already clogged highway? Rail is faster too. The bus option just avoids the inevitable: we need HRT. Let's get into the 90's shall we?
East-West-East HRT	Rail is a faster and much simpler experience than bus.
East-West-East HRT	It will enable the single ride
East-West-East BRT	less expensive and will do same thing as rail
East-West-East HRT	Only trains can address periods of high demand
BRT in Managed Lanes	Lower cost alternative! If one of these plans have to be initiated then make it the lowest cost possible.
East-West-East HRT	Trains cause less pollution, faster and allow single ride from origin to destination.
East-West-East HRT	Trains will help these people mentioned above to come as far as from Clayton, Decatur and Douglasville to reach quicker.
BRT in Managed Lanes	BRT in managed lanes is much less invasive to my community
East-West-East HRT	Rail is better and faster
East-West-East HRT	
East-West-East HRT	No desire to switch between bus and rail.
East-West-East HRT	Rail would be better and less impact on the already high congestion. Would also decrease the amount of cars.
East-West-East HRT	buses get stuck in traffic and are never on time - buses have a stigma attached that makes it a hard sell to use them
East-West-East HRT	do not want buses
East-West-East HRT	Buses get caught in traffic too on 400
East-West-East HRT	bus lanes would further constrict ga 400 traffic
East-West-East HRT	
East-West-East HRT	The bus option would be inconvenient - people would have to transfer from the bus to Marta to get to the airport. This would be difficult with luggage.
East-West-East HRT	I think people would be more willing to ride rail than buses. Buses have a bad stigma as being slow.
East-West-East HRT	The bus options would increase the congestions, noise and accident rates on GA 400.
East-West-East HRT	Bus is just more traffic on the same lanes. The HRT is the only option that will address the traffic in a meaningful manner, and that's a small price tag in the 30 year picture. I would take the Heavy Rail personally. I absolutely would not ever take the BRT of any flavor. Feel like virtually all my neighbors would say the same thing. And please don't steal the lanes meant for passenger cars with managed bus lanes. That's utter insanity because no one is taking a bus from windward to perimeter. We need at least as many lanes as we have now on 400 (truthfully more)...and the only option that doesn't steal from capacity is HRT. HRT HRT HRT.
East-West-East HRT	Rail would provide a single leg of transit all the way downtown without having to take a bus and then transfer to rail. The added time required to transfer would make transit a less appealing alternate to driving.
East-West-East HRT	BRT would work better on I-75 where they currently have no rail options. If you want to relieve congestion you have to allow commuters to fully choose one option without making a transfer. This is a region where people aren't used to transit. Make it as simple as possible. Additionally, rail already exists for a portion.
East-West-East HRT	I like both, east-west HRT and BRT in Managed lanes.
East-West-East HRT	There is a high need at the holcomb bridge exit for more MARTA.

**Q3 and Q4: The Locally Preferred Alternative (LPA) approved by the MARTA Board consists of... Which do you believe will best improve the commuting experience in north Fulton County? Please explain why you think one of the alternatives is better than the others.**

East-West-East HRT	Rail transit is simple to understand for people coming from out of town, more energy-efficient, and in Atlanta at least, in dire need of expansion. Furthermore, it'll be way faster and more effective - I'm unsure that the traffic relief provided by buses, even rapid transit buses, will offset the impact created by having them in the first place. Non-Rapid-Transit MARTA buses already exist in North Fulton as far up as exit 11 on Windward parkway and nobody uses them. Lastly, as unfortunate as it may be, there's a class element - buses have much more of a social stigma among the middle/upper-middle class than rail, and those are the demographics you'll be serving in north Fulton.
East-West-East HRT	Avoiding the transfer from a bus line to the train is key for me.
East-West-East BRT	
East-West-East HRT	
East-West-East HRT	HRT would mean that riders could ride all the way down to the airport without changing modes. 2nd would be BRT in managed lanes for cost and implementation time.
East-West-East HRT	I prefer not to transfer from a bus.
East-West-East HRT	The rail will allow for higher passenger rates than buses will. Also buses are at the mercy of the traffic that is bad enough as it is.
East-West-East BRT	
East-West-East HRT	
East-West-East HRT	No one wants to ride buses - get the rail!
	I don't have an opinion on this
East-West-East HRT	Rail will give us the biggest bang for the buck and allow for reduced traffic in the GA 400 corridor
East-West-East HRT	
East-West-East HRT	Less impact on existing homes.
BRT in Managed Lanes	
East-West-East HRT	I don't want to get off a train and get on a bus
East-West-East HRT	It would serve more people.
East-West-East HRT	Current demands on the MARTA system will only increase. It will also help influence the development of a more walkable, economical, and in many ways healthier growth of the North Georgia suburbs as population growth will continue to strain existing road networks and public services that manage those.
East-West-East HRT	Trains cause less pollution problems
East-West-East HRT	We need to get at least the good stuff for having waited so long
East-West-East HRT	Trains will attract more riders than buses.
East-West-East HRT	HRT is simply more effective than BRT.
East-West-East HRT	Bus is a bad, bad idea and a waste of time and money. I will never ride it.
East-West-East HRT	I do not like riding buses. Trains are faster, cleaner, smoother riding, more reliable, hold more people, etc. I can't make plans around a bus schedule. More people who work downtown will commute using HRT than using buses, which will reduce traffic on the connector more so and generate more revenue for MARTA.
BRT in Managed Lanes	This should be MARTA's lowest priority. Expanding the existing Xpress service as BRT in managed lanes is far more cost effective than a fixed heavy rail line. Again, MARTA's commitment should be to first go east, south, and west, and only after those lines are implemented to consider going North.

**Q3 and Q4: The Locally Preferred Alternative (LPA) approved by the MARTA Board consists of... Which do you believe will best improve the commuting experience in north Fulton County? Please explain why you think one of the alternatives is better than the others.**

East-West-East HRT	While BRT in its own lanes would have the advantages of moving past 400 & local traffic that the current P&R routes are stuck in, it still means a transfer point at whatever station. It would also slow down development for future transit opportunities as it would be "settling" for BRT. HRT would, of course, be the most expensive, but it would reduce transfers & waiting times, and provide the furthest "jump" in transit "technology," allowing for BRT and regular bus expansions from it.
East-West-East HRT	The bus rapid transit options seem like temporary options. If we want Atlanta to be an international destination for tourism, business, and even residence, we need a first-class transit system to compete.
East-West-East HRT	Only trains can handle the volume of riders waiting for this line
East-West-East HRT	Buses would just get stuck in traffic too. Have you ever driven on 400 at rush hour? Good luck restricting cars from any lanes :)
East-West-East HRT	That's civilization
East-West-East HRT	Trains are quicker and comfortable
East-West-East HRT	Trains will be faster with a single ride
East-West-East HRT	BRT just seems like a cop-out to me. While it would be nice, the fact is that Atlantans seem to hate buses. I would hate for all of this money to go to waste on buses that nobody would use.
East-West-East HRT	Only heavy rail can make appreciable time difference in the commute time. The minimal time difference in buses will be the cause of failure of that system.
East-West-East HRT	A HRT trip can carry 300 people while a BRT trip can carry 50 only and BRT involves transfer.
East-West-East HRT	Bus-based transit won't achieve ridership goals like HRT
East-West-East BRT	HRT is too costly and too inflexible. No HRT anywhere in the USA is cost effective, not even in NYC. BRT is flexible, lower cost, easier to maintain, will get more usage because of its flexibility, and is a better fit for North Fulton and Folsyth
BRT in Managed Lanes	
East-West-East HRT	Extending HRT will make MARTA rail more credible in the eyes of all of my peers and myself included.

**Q5: The environmental review will include findings... Please list any issues or opportunities that you would want us to be aware of before finalizing the project.**

NA

NA

Just take a look at the city of Charlotte. They have increases their interstate of traffic lanes on 495. This initiative has previously been implemented in Phoenix with much success.

HRT and bus routes use. Thousands of motorized traffic vehicles emissions.

The Holcomb Bridge-400 intersection is really dense. You will no doubt have to cut into green space or take over existing property. I don't know how you will do it but please take care not to gut the whole area. It's vibrant and active.

Reminder the crossover North of North Springs to stay east of 400.

Bus Transportation needed as soon as possible in East Roswell

Please consider available methods for minimizing noise for nearby residents where feasible, especially if HRT is selected. Being within earshot of an HRT line can be seen as a negative feature for a residential property. For Holcomb Bridge station, would strongly prefer the line and station to be on the WEST side of 400. I also had an idea which I understand may or may not be feasible. It's a bit odd, but I'll mention it anyway. What if, within the protected MARTA right-of-way established as a part of either E-W-E HRT or BRT, there were a wide paved bicycle path, reachable only through MARTA stations and for a trip fee of some sort (presumably a bit less than the cost of riding the train/bus). Cyclists with trip distances of only a few stations that don't want to pay a full train/bus fare might consider a smaller fare for the ability to ride on a dedicated path away from the traffic and heightened dangers of regular automotive roads (and the benefit to the rider of fewer traffic lights/intersections/etc).

Main concern was which side of the bridge the line would be when crossing over the river, as live very close to east side of bridge & sound would carry around the curve of the river greatly (we already deal with 400 traffic). Was immensely relieved when attending the meeting that all current proposals show the line crossing to the west of the bridge. Also talked to Marta staff regarding whether east side was an option, and they indicated this was not a probable alternative. TRULY relieved and on board with entire project due to this. Also, hope that the community input continues to play an important role in the future of this alliance.

Na

**Q5: The environmental review will include findings... Please list any issues or opportunities that you would want us to be aware of before finalizing the project.**

Listed previously above

The environmental impact of extending MARTA will be bad.

This is a long time investment that will benefit everyone that travels the busy roads to Atlanta

None. Just do it.

Have frequent station, i.e. North Point Mall, Avalon, Windward. Also consider light rail on the East-West corridors, such as Old Milton Pkwy.

Just get her done

HRT will carry the most people for every train trip and easily connect riders with Downtown without any need to change from bus to train.

There should be a heavy rail line that travels along I-285 too, in my opinion. Providing a stop that could serve as a transfer point would be great.

Please think about station pedestrian access from the opposite side of 400. We must not recreate North Springs - you can't get there from the west. Pedestrian and bicycle bridges must be part of the plan.

**Q5: The environmental review will include findings... Please list any issues or opportunities that you would want us to be aware of before finalizing the project.**

Starting feeder services right now will bring in lot of public support for this project including funding.

Just make sure you have plenty of parking at the Stations.

Just protect the Chattahoochee river and nature areas. There is a big project being planned at 400 and Holcomb Bridge. Don't do anything there now which prevents MARTA rail from being extended later, or which adds significantly to MARTA costs.

I see this as a benefit.

Taking the rail too far north, will cut off folks in the middle, going all the way to Hayes or Milton without a stop in between will not solve the problem.

A rail station works best when surrounded by dense housing. When we were looking at the aerial map showing all the housing currently built west of 400 along with the potential Riverwalk project East of 400, it was very apparent that the buildable Riverwalk property was tiny, possibly a tenth of the overall size of the land where the existing dense housing is west of 400, both north and south of Holcomb Bridge toward Warsaw Rd. Roswell has a new bridge planned to cross 400 between Mansell and Holcomb Bridge and connect to Big Creek Greenway. The project is called the Big Creek Parkway. This bridge will have as much bike capacity as car capacity. If the station were a couple hundred yards south of where this bridge will land just west of 400 between Mansell and Holcomb, it would open up the entire Big Creek greenway (residences and offices) to Marta, and would give both sides of 400 easy access to the station. Having it North of 400 gives the possibility of accessing the station from both Mansell and Holcomb. There is already an access road planned in conjunction with this project to parallel 400 just west of 400 from Holcomb Bridge most of the way to Mansell, (possibly all the way to Mansell someday). If the station were along this access road just south of where the new bridge across 400 lands, how perfect would that be?

Air quality, and impact to the Chattahoochee.

Don't spend the money on this. It's not wanted or needed by majority of N. Fulton County residents who will drive their cars anyways.



**Q5: The environmental review will include findings... Please list any issues or opportunities that you would want us to be aware of before finalizing the project.**

None

Crossing the highway twice seems like an unnecessary cost driver. Just stay on the east side all the way

Opportunities are so plentiful it is hard to list all. The additional commerce supported by easy transit is clearly a great benefit. We would have rail to North Point, Avalon, the new Riverwalk off Holcomb Bridge. With all of that development, the fact that we are only now addressing transportation is a little disappointing.

Details on stations, integration planning into communities. East/west access options to connect to stations- bus, other.

Helping those with disabilities

Major tree buffers between transit homes and business is esthetically necessary and environmentally sound. Incentives to reduce car use maybe necessary.

Provide for multi-use development at each stop.

Add additional shoulder use areas during peak travel times

There is currently a mega project under consideration east of 400, south of Holcomb Bridge Rd which would increase traffic tremendously

You're helping the environment by building a rail system (less drivers, less pollution, & less traffic).

**Q5: The environmental review will include findings... Please list any issues or opportunities that you would want us to be aware of before finalizing the project.**

Preserve whatever is possible. That is the one thing that Atlanta has that is precious to all of us. We were once considered a rainforest. We need to do all we can to preserve the precious abundance of natural habitat we are blessed to be in charge of.

Possible resident relocation.

Just generally limit noise to residential areas.

neighborhood impact to Sandy Springs and near North Ridge Rd.. Impact to lakes east of 400 near Northridge Rd. Impact to schools.

Parking at each station will be important

Station Parking is a significant factor as well as interchange with MARTA bus routes.

Do not have a stop along the corridor next to any large retail locations or entertainment destinations- this simply brings too many people to any area that have nothing to do except loiter (ex: Lenox Mall)

Without transit future growth and development will be stopped.

Any opportunity to share the parking at North Point Mall

I suggest you consider: (1)Holcomb Bridge station within proposed development @ S.E. Corner or Holcomb Bridge & GA 400 (2)Consider station @ MARTA P/R lot @ Mansell Road instead of Holcomb Bridge Road.

Being on the east side of 400 north of the Chattahoochee is very important to supporting the proposed Holcomb Bridge development and North Point Mall..

High density population increasing along 400 at or near exit 7, Holcomb Bridge Road. 1) It cannot impede the ability of the City of Roswell to complete its project allowing area residents to bypass the GA 400 entrance and exit lanes; 2) If stops are incorporated into the high density developments, it will enhance mixed use developments - less need to operate/own a vehicle.

Please consider ample parking at stations and improved bus service to the rail stations.

Marta needs to be as far as it can be from Chattahoochee to have space and less traffic for wild life. The "riverwalk" community plan should be live work and not require marta to a major extent.

Being aware of pollution into waterways.

Redevelopment activities in Roswell at Holcomb Bridge include the River Walk Project which would greatly benefit from having the HRT station close by.

n/a

**Q5: The environmental review will include findings... Please list any issues or opportunities that you would want us to be aware of before finalizing the project.**

MARTA will be successful, if it looks on to the past success stories. A good example is transit to Clayton County. Even before laying the rail, they were promised six bus routes right away. That gave them confidence to vote for MARTA. The same applies here. If you need North Fulton voters to vote yes for any funding process, give us the feeder bus routes right away so that we can use them till the rail gets ready.

Public likely to votes yes for any new proposals of funding, if feeder services are started right away without waiting for the completion of the project.

We hope you are planning to have a Marta rail station at Holcomb Bridge Road

n/a

This project will be successful if feeder Services are started right now. For example Johns Creek to Sandy Springs feeder service can start right now. And should change to stations North Ridge, Holcomb Bridge, Encore / North point, Old Milton and Windward as they get built one by one. Feeder Services should wait for the completion of the project.

It would be hard particularly through downtown, but could an express service to Atlanta Airport be considered.

Re-iterating the need to minimize the impact to the Chattahoochee River Area, North Ridge to Holcomb Bridge.

Please hurry!

Do a cost benefit study. Justify this project. Include the additional cost of police and infrastructure to the communities.

None

west extension to Cobb county and east extension to Gwinnett county.

There will not be support for toll lanes and if this project is combined with that, this project also may fail or loose public's liking. In fact MARTA can sell easily saying that a ride will cost only \$2.50 as opposed to \$10 for a toll ride.

As you're plotting potential stations, of course keep in mind the potential for future TOD.. not sure if you're capable of an Avalon stop, nor whether tunneling is within your sight..

Safety of passengers, environment and reduced fares and cost

**Q5: The environmental review will include findings... Please list any issues or opportunities that you would want us to be aware of before finalizing the project.**

Connections to recreational opportunities along the Chattahoochee River would be cool to think about. Right now, as a central Atlanta resident, it is difficult to access any part of the Chattahoochee River without a car.

Having a station that connects with the Avalon development and North Point Mall.

None

With more job opportunities coming to the area (especially in Sandy Springs/Dunwoody area, transit will become increasingly crucial.

Noise

No issues from here

Please measure the positive impact of the reduction of cars on GA 400. This area is growing rapidly, I am certain many commuters will opt for the rail lines, thus reducing traffic.

Please consider expanding the bicycle and pedestrian networks around the stations.

Please consider expanding the bicycle and pedestrian networks around the stations.

There are already not enough ways to get on and off of 400 which helps contribute to the traffic issues. Marta stations need to have their own exits, similar to North Springs, or be located on less popular exits. Placing a Marta line on Holcomb Bridge, for example, will just add more traffic to an already overpopulated exit. Marta needs to come North of the Chattahoochee River and then North of Holcomb Bridge to Haynes Bridge or Old Milton at Avalon.

Time schedules or more frequent trains.

From the train stations we need to have buses that take the commuters to the entrance of their sub divisions.

Please be very environmentally sensitive and conscientious as you create HRT !

**Q5: The environmental review will include findings... Please list any issues or opportunities that you would want us to be aware of before finalizing the project.**

no-build is not feasible

Will reduce CO2 emissions from less cars on the road.

PLEASE put rail around the perimeter!

None.

include bike storage and bike lane construction alongside the marta line somehow.

Wasted gas/oil and vehicles are all greatly the most major downside of vehicles going through rush hour. I believe any way to cut down on that, along with any way of helping out the train's necessities to keep them clean of great importance.

People from Cobb will want to use it.

Do not harm the environment. Minimal impact on tree, plant, and animal life.

Explore using solar/wind power to gain energy for MARTA stations!

n/a

None. Just do it.

Please keep a buffer and include facilities for bikes and walkers along the same route were trains would be going. Trains are easier to use and more accessible when they have facilities for bikes and other non car modes.

Is it possible to stay on the east side to eliminate crossovers? Would doing so save money?

Stay away from the river

I would prefer you didn't charge for daily parking. Also, would prefer the new stations to work like the North Springs one where you have entry/exit 400 only and then a separate entrance for surrounding streets.

**Q5: The environmental review will include findings... Please list any issues or opportunities that you would want us to be aware of before finalizing the project.**

None

n/A

I just want greater mobility in this city and less dependency on cars. This would reduce traffic and air pollution in our city and make it a more enjoyable area to live in. Commuting to work or school would be easier as well. I think many are against it because they think it will bring crime to north metro atlanta, and I believe this is a baseless and prejudice fear from people who have little experience ITP. Progress is always thwarted by people terrified of change, but cities never grow or flourish if we let them dictate everyone else's needs based on narrow minded fears.

Ensure seamless connection to the planned Riverwalk Village in Roswell and also at Avalon in Alpharetta. Failing to connect at these two mixed use locations would be an epic fail.

Please plan how people get to the train stations. The feeders towards 400, in our case Holcomb Bridge Road, are jammed up as well. Ask traffic planners from around the world, expertise is there, before blindly heading into a tax payer funded failure. Travel. Go to Munich, go to London, look at how they manage and plan. Further, I urge you to look at what other cities around the planet do to make public transportation clean, safe, and attractive. The solutions are out there. Further I hear the voices already - who would cut down trees for something as undesirable as a railway connection. Problem is, if the traffic here continues as it is, the environmental impact will be worse than anything a rail connection could ever mess up. Atlanta's environmental record is down at the bottom of U.S. cities, it is embarrassing. It could be a proud green city, with all its trees, yet it is among the top polluters and asthma rates sky rocket thanks to the smog and the resistance to feasible solutions.

Avoid avoiding removing trees or replant if necessary.

What will the impact be on the river while building and what do we gain by reducing the number on Single occupancy vehicles

Please respect the river!

Introduce one ticket commute system. Enable same Marta card to be used in train as well as buses. Make it cost effective for entire end to end commute from home to office and back.

Security hazards with the proliferation of low cost public transportation.

Heavy rail is exactly what we need!

**Q5: The environmental review will include findings... Please list any issues or opportunities that you would want us to be aware of before finalizing the project.**

Please extend marta rail at least till Cumming to be useful

Publicize the parking options.

I would like to see as few trees as possible cut down no matter what the solution is.

noise impacts to the Chattahoochee River National Recreation Area

The quicker you can get this started the better!

None

please be environmentally responsible!!!

please be environmentally responsible!!!

No problems foreseen

How this will impact congestion on 400, I-85 and I-75.

The building of a new rail line needs to occur in conjunction with planning for the development that will surely follow.

Concerns about the impact to the Chattahoochee and trail system. And concern about the traffic congestion that would be caused by the new stations.

MARTA is, in general, poorly designed in one big cross instead of utilizing different routes to expand places the train can take you, as well as having no rapid or express trains and charging the same amount no matter your destination. Having lived in countries with effective rail systems, I would like to see some evidence that planners have studied effective systems and are making the most out of this opportunity.



**Q5: The environmental review will include findings... Please list any issues or opportunities that you would want us to be aware of before finalizing the project.**

Well, first off, if we use electric powered passenger trains then the train won't pollute the air at all. The pollution foot print is less than that of a car or bus. I say this because 50 people riding on a none polluting electric train will contribute less pollution to the air than those 50 people each individually driving cars. The same as if we put 50 people on one bus, there will be less pollution in the air than those 50 people each driving cars, however the bus, unless it is an electric bus still runs on fuel, so still contributes to some pollution of the air. The only issue I have is trees. I think, with the development we should try to keep as many trees standing as possible. Georgia has a lot of trees and that's what makes the land beautiful. So I believe developers should take trees into account when putting ideas together. If trees have to be removed then definitely they must be replaced with fresh trees. The train should not disturb the environment as much as possible. I think some possible opportunities that the new train could encourage is to revitalize and clean up used or run-down neighborhoods. The whole concept of cleaning up what we currently have instead of wasting money, building something new. I guess it depends on which is cheaper to do. However I like the idea of using areas that people no longer notice or care about and breathe new life into those places, kind of like what the beltline is doing with its parks and trails initiatives.

Overall positive impact of the rail line should out weight any local negative impacts the project may have.

Just protect the river!

This should be a solid environmental win for many stakeholder groups. Environmentalists would see reduced emissions and pollution from all the cars on GA400. Commuters would have options to reduce their drive and get to locations in Atlanta quicker without having to sit in traffic – not to mention reduced gas use, fewer accidents, lower insurance rates, lower stress, more productive time, etc. Employers would gain improved productivity, fewer problems with missed time due to traffic issues Traffic through mid-town would be cut by removing some of the cars from the road ( or at least reducing the rate of growth of the number of cars), positively impacting other citizens in the community The surrounding GA400 corridor communities can further promote quality of life and the positive impact reduced traffic will have on secondary roads

**Q5: The environmental review will include findings... Please list any issues or opportunities that you would want us to be aware of before finalizing the project.**

Protect Big Creek Greenway

not seeing any issues

Not removing too much old growth trees

similar needs exist for routes running east/west (a la northern arc between i75 & i85

No issues. Lot of opportunities for the business and the local residents.

Need sidewalks all along Encore parkway, and the bridge needs to be rebuilt or improved/widened, with sidewalks. The transit station would be perfect for the north-west side, but you should be able to easily walk across the bridge to the mall area.

Expand to windward Pkwy. While BRT would be nice to dawsonville.

N/A

Please start as soon as possible

My biggest concern with this project is security on the line and the limited options of peak hours trains. I find Marta too long of a ride from Alpharetta to the airport. I would suggest less stops or non stop trains.

I am not a stakeholder in the corridor. I live and work in Atlanta, and I would rarely utilize transit in the northern corridor. I am simply interested in the expansion of transit in Atlanta overall, and I believe HRT commuter lines are the optimum solution.

Crime and Traffic - public transportation creates an unreasonable increase in crime, buses create hazardous traffic conditions, and train is unreliable and not safe. After trying MARTA for 2 years I have committed to NEVER take it again.

**Q5: The environmental review will include findings... Please list any issues or opportunities that you would want us to be aware of before finalizing the project.**

None.

If Marta does not aggressively make these investments in HRT, Atlanta will not be a competitive economy for attracting and maintaining talent

if you go with the BRT, you need managed lanes to treat it as a dedicated transportation service and there will need to be a well funded campaign to advertise the speed of the service compared to driving.

This project is mainly focused on weekday commuters, without any regard for people who might want to visit destinations north of Atlanta. I would leave open the option for a spur to places like downtown Roswell/Alpharetta, and consider less commuter-focused stops. At least have easy pedestrian access to the stops--more like Medical Center, Lindbergh, and Decatur, less like Candler Park and MLK. Expansion of rail should be a more holistic thing since it is so expensive.

All I can say is the make the stations blend into the neighborhoods as much as possible. Now this is quite the task to make a concrete station long enough for 8 car trains blend in but there are design choices that are better than others.

does reduction of greenhouse gas due to having a rail option factor into consideration; making sure that the areas selected are near concentrated populations;

You need to reach out more. The "local preferred option" was reached with very little contact with the citizens. Also, be up front and realistic about the costs and funding.

Please communicate in advance with homeowners along the route so they can plan projects, home sales, etc.  
Thanks

Lessen impact to the environment. Encourage use of MARTA through advertising, incentive programs for frequent riders, and also accommodate bike riders who would like to take the rail.

none

**Q5: The environmental review will include findings... Please list any issues or opportunities that you would want us to be aware of before finalizing the project.**

Look into the proposed Riverwalk project off GA400 south of Holcomb Bridge at Old Alabama Rd. It would be an ideal place for a MARTA station. The next stop would be North Point Mall then Windward Pkwy. Those would be the minimum stops.

No way to avoid the fact that most users will still need to drive to and from any stations (ie, high capacity options won't be running into each subdivision). Traffic impacts around any station, but especially heavy rail, will be huge. Any design needs to mitigate those impacts, especially near residential areas, or this is not a net gain.

We do not need this, fixing traffic issues is better by easing congestion for drivers who will continue to drive even if MARTA expands.

Will increase sound and natural barrier removal from many homes along this corridor. Expect high push back on this part of the plan.

My property backs up to GA 400, so noise is an issue for me. Whatever can be done to limit it would be very much appreciated. That said, I'll deal with added noise if it means we have usable public transportation.

Months or years of traffic flow disruption, local residences' jobs being gobbled up by those who live in the south, east or west city segments.

We would love to see the sound barrier wall extended to Northridge Rd. on the East Side of 400

Please consider the amount of commuters commuting from north Fulton to downtown and how you plan to ensure that Marta is safe, so that the general public will use it. There seems to be a negative image of public transportation in Atlanta.

Love the parking at North Springs, and similar facilities will be needed at the new stations north of North Springs.

See above. Better engineering of roadways, don't put a trolley on a one way road. It's ludicrous. The only way to make buses and trolleys attractive is for them to have designated lanes. Btw. School buses should be permitted to use those same lanes. You will see more efficiency

HRT is the way to go, not buses.

None

**Q5: The environmental review will include findings... Please list any issues or opportunities that you would want us to be aware of before finalizing the project.**

Place emphasis on getting around within the perimeter and metro area first.

Environmental impact on the Chattahoochee river as well as noise impacts near train tracks.

Yes, don't build it. It does nothing for Alpharetta but add to congestion. Who would be taking the train or buses to Alpharetta? Not home owners.

Please keep green spaces in tact as much as possible.

The stops leading up 400 should be within walking distance to the Verizon Amphitheater, Avalon, and Windward.

The need to connect from the train station to housing with sidewalks etc. Also, bus service from the station. For example at Roswell, there should be a Highway 92 bus that connects Highway 92 subdivisions with the new station.

I think security will be a concern for some folks. As long as the end points have cops readily available it would be great

I happen to live in an area close to Encore Parkway that will be impacted by HRT and BRT. I can't imagine the negative effect on my property value if any of these options are approved. I moved to Alpharetta so as to not live in the city, I'm not interested in having the city brought out to my neighborhood.

BRT idea will be a failure since it will not make much difference from the already existing bus services.

MARTA should try to distant itself from the managed lanes project in order to avoid being a loser.

None

Impact on 400 drivers during construction.

Keep as much green space as possible. No sprawling parking lots.

**Q5: The environmental review will include findings... Please list any issues or opportunities that you would want us to be aware of before finalizing the project.**

Police the Marta more efficiently and people will ride it.

The environmental impact of building HRT would be offset by the long term reductions in the pollution costs

None

Rest assured DNR/EPD will be a very expensive pain in your @ss in getting this done.

A train would take away from the tree lined beauty of the corridor

There is no bus or train that can take people to their employer without a hazel. It is not very wise to just run buses and trains and think the environment is benefiting just stop reasons to get people to want to get here. Stop the crazy none contributing people running through Roswell.

Please extend Marta to Old Milton Pkwy from North Springs. We have 7 working and students in our household who travel 400 twice a day. Everyday.

Please, please do not listen to the naysayers regarding heavy rail. It is a community investment, it provides good paying jobs (including jobs after the project is completed) and it is way overdue!! If it is not done well (i.e., too few stations that are spaced too far away from residential areas, offices and retail areas), then people will not use the train.

None. Please proceed with the HRT.

Getting land use and transit oriented development right from the beginning versus playing clean up twenty years later is critical.

none

**Q5: The environmental review will include findings... Please list any issues or opportunities that you would want us to be aware of before finalizing the project.**

Ignore the nimbys and closet racists

Think about the impact of less car congestion

Increase the noise on the houses near or bordering SR400 therefore reducing property values.

Another big traffic problem is there lacks roads connect west and east. Currently roads like Holcomb Bridge and Old Milton are very jammed during rush hours. It is possible HRT will make traffic on those roads much worse.

I would have an issue with any transit stations on the residential side of encore parkway, specifically near Maxwell Road. I believe this would reduce property values.

Minimizing damage or potential pollution the the Chattahoochee. Minimizing destruction of tree cover, especially in the Riverside area of Roswell.

No Issue

Heavy Rail transit is the only solution that will get cars, trucks, and buses of the roads.

Please address the concern about increased "Crime" that people keeping mentioning. While I know they do not really mean crime, it would be nice to see some stats around this

there are two malls in this transit, avalon & north point mall

We were repeatedly subject to power outages when MARTA was building North Springs and Sandy Springs stations. Please let us know what the plan is to minimize that disruption again.

never like the overpass over 400 to marta north springs, a very ugly structure. more such overpasses will totally destroy the sky line of this still pretty town, which lead lower property value and home owners running away.

East/west connectivity

Please make all plans public information.





**Q5: The environmental review will include findings... Please list any issues or opportunities that you would want us to be aware of before finalizing the project.**

See 2 above

None I can think of.

Consider areas of demand around metro Atlanta. The areas that have the most demand should have priority.

I do not want any station that includes any parking at the Northridge exit. This exit is primary residential, keep the stations at exits that are more commercial based

The jobs and increasing density.

less studies more building

Have access to the Marta station be available from both the north bound lanes and south bound lanes of 400. It is ridiculous that you can only access North Springs from the south bound lanes.

None currently known.

Be mindful of extended hours for special events for those in the suburbs who travel to Atlanta.

**Q5: The environmental review will include findings... Please list any issues or opportunities that you would want us to be aware of before finalizing the project.**

greenspace, noise and mostly crime

People in the northern areas might not think MARTA is effective since they don't seem to be able to be effective in Atlanta which has a higher density that would benefit from rail system. Years and years after MARTA was introduced it still isn't useful to Atlanta - fix Atlanta first then expand.

As far as issues it would be important to minimize the impact on the housing communities along the 400 corridor. The station locations need to be accessible and would need to include a large amount of parking as it would have the potential to draw commuters from a lot of North Atlanta to each station. There would also be a need to have greater bus connectivity to give the network even greater effectiveness. The opportunities are the large real estate developments going up in Roswell (Riverwalk) and Alpharetta (Avalon). These are already areas that attract people from all over Atlanta and would make ideal locations for MARTA stations. These also include a lot of housing options so it would make MARTA more likely to be used by the people living there. Those projects may also be willing to pitch in to the fund to build/design the stations because of their connectivity.

This needs to get started before talks start for the GA 400 toll lanes. Otherwise MARTA will end up compromising many things with that project.

N/A

I would recommend being careful around the Chattahoochee and with noise pollution.

Consider disparate impact of investing in a high income area before investing in lower income portions of the region. Consider impacts on water quality and quality of life from bridging the Chattahoochee River.

Drainage of fuel, chemicals, general runoff, etc. into the river.

You will start losing support once DOT starts talking about toll lanes. Hurry up.

This is your chance. This is your chance to make yourselves visible to the Atlanta community, and make yourselves wanted -- even by those idiots in Cobb. Don't just build boring old stations -- studies show that prettier stations mean more ridership. Make us want you. I mean... I do. But everyone else. I live in Gwinnett County. There is one bus that runs every hour on weekdays only, that takes an hour to get to MARTA. That's unacceptable. Don't screw this up; we need you here in Gwinnett -- and especially in Cobb.

If MARTA does not act quick, DOT will grab the right of way for managed lanes leaving MARTA to pay a higher price for ROW.



**Q5: The environmental review will include findings... Please list any issues or opportunities that you would want us to be aware of before finalizing the project.**

The earlier it is done the lesser it will cost. If some people on the way don't like MARTA, skip that station. The lesser the stations the lesser that cost.

HRT has a big environmental footprint. BRT is much better overall for the environment.

Making sure to integrate environmental consideration that the riders can also take advantage of at or near each station.

**Q6: Please take a moment to share any additional comments about the GA 400 Corridor.**

Combo of 2 to start then share newly existing right of way to build in 3  
NA

Outreach strategy -involve school system -teachers and students -will bring ideas home, involve parents.

East bound bus extension of service along Holcomb Bridge Rd to Whiter Treatment Plant at least -Serving all Fulton citizens! Very dense populations/ students need bus service! Holcomb Bridge is an "F" grade road (GDOT) and the real OTP perimeter -so help is needed!~

Old Milton Station would offer a huge impact with the school.

The HRT will be more useful if North Springs becomes to starting point to express HRT to downtown Atlanta. Too many stops will make the service unattractive.

I don't want to listen to a MARTA train while I am enjoying the parks in Roswell.

North Fulton is choking on traffic congestion -needs this badly

Hurry!!

I would love to see this sort of feedback loop continued throughout the project. If not already, maybe consider displaying a QR code (to reach a survey like this or a general feedback page) at least in the North Line MARTA stations north of the Perimeter, so as to reach as many potentially interested/affected people as possible. Would any of the proposed station sites be capable of supporting a future "intersection" station (like Five Points), should the idea ever be proposed to do a HRT or BRT line East-to-West to connect Gwinnett, North Fulton (or Forsyth), and Cobb counties ?

On a broader scope, distance pricing vs current 1-fare pricing would be appreciated in order to take full advantage of Marta services. Marta has to feel like a value service in order to encourage ridership. Taking into consideration the cost of gas, and wear on a car PLUS the additional time to take Marta (parking, walking to final locations, waiting for trains etc), currently most fares are not worth the cost & time. Until Marta can bring a true value thru cost - making it less than driving a car (i.e. especially if only going 2 stops away), potential riders on the north lines will continue to use Marta only for airport services or for special events.

Pray for me I drive on ga 400 is the best bumper sticker I ever saw

**Q6: Please take a moment to share any additional comments about the GA 400 Corridor.**

Feeder services can be started right away.

I look forward to taking a train into the office rather than driving. I can get more accomplished, save money and relax on my way in and out.

Get it done! Do it for the environment. Do it for the people. Do it for Atlanta.

Please leave things the way they are. We don't want MARTA to expand any further into the suburbs. MARTA shouldn't be making this decision without a few more years of extensive analysis and input from the residents of local communities. There is strong opposition to MARTA expansion in the northern suburbs.

The #1 need is funding. In your next survey, ask the public what they need today in order to get additional funds from them for this project. I am sure they will ask for some few bus services like the one that was implemented in Clayton County couple of months back.

Starting the feeder services right away would help bring the much needed funding for the larger HRT project.

Provide more police officers to combat crime which follows into any area Marta expands.

Would be good to plug into Avalon that will help this new development grow

Just do it and hurry up. To pay for it, the State should apply a fee on all parking passes at garages iin the Metro area, downtown, the airport, Braves Stadium, six Flags, etc.

If feeder services are started right away, people will agree to additional fund contribution in the form of tax, or bond or something else.

We desperately need more highways to take us out of North Fulton and Forsyth, East and West. As long as 400 South is the only exit, traffic will suck. Example solution: Northern Arc, connecting I-75 in Kennesaw through Cumming (connect to GA400) to I-85 in Suwanee.

I would think any houses that would have this basically go in their backyard you should either pay to acquire their house or give them a huge settlement since its unfair to home owners to potentially have a rapid rail in their backyard since they would NEVER be able to sell their house again.

The exits back the traffic up on the freeway more than anything else in my opinion. Longer exit ramps with a wall to divide the freeway from the exit ramp to prevent the cutters from hindering traffic flow would also help the situation.

F\*\*\* windward parkway, they chose to live in the country bumpkin suburbs, f\*\*\* 'em!

Please make bicycle infrastructure improvements at proposed stations to allow for bikeability for last mile connectivity

**Q6: Please take a moment to share any additional comments about the GA 400 Corridor.**

I am very, very excited about this possibility. I can assure you though, as a commuter from windward to midtown every day, if you choose bus service no one will take it. But I would take rail every single day of the week, and I know so many of my coworkers would too.

PLEASE construct rail transportation. Atlanta is so spread out and 400 is a parking lot every single day. Our city and state should be more connected through rail since it is cheaper than driving and better for the environment.

The 400 corridor needs non- vehicle options. For example, I live in Hammond Hills and work in an office park on Mansell Rd. I should have excellent non- car options, however, I do not. I would have to bus, train, and then walk over 0.5 mile to work taking over 45 minutes, so I drive. There is a need for better transit options. "The last mile". We need to get people all the way to their destination, not in proximity of it. The last mile or half mile is what will better connect the city.

Feeder services do not have to wait for a decade and starting them now will keep the interest of the public in this project.

Since his project may take a while to get done, what can you give us today?

I have been anticipating this move since 2000. what has taken you guys so long? North Fulton traffic is starting to look like East Cobb back in the 80's.

Feeder services will certainly be of help starting now.

DO IT!

We are in desperate need of transportation options in cities north of Fulton County.

We NEED this!

DO NOT spend this money on expanding Marta. Instead, expand the roads and improve the traffic patterns. There is no reason to expand the public transportation any more North. I would vote against ANY measure moving this project forward.

**Q6: Please take a moment to share any additional comments about the GA 400 Corridor.**

On a personal note, the train allows me to be more productive during my commute, which reduces stress. Especially when riding with a buddy from work, several of whom also take the train.

Gwinnett & Cobb county don't want Marta. You found a few softies to get this far, but this is a huge waste of money & impact on the environment.

Traffic is awful now and will NOT improve without dramatic changes to available options.

If MARTA promises feeder bus services right away, it will certainly receive public support including some funding options as happened in Clayton County recently. Currently route 143 serves straight north along the proposed route. But Milton in North West and Johns Creek in North East lack bus service. If feeder services are started right away from these two zones to the existing Sandy Springs station, a great support will be received for this project.

Any plan to expand public transportation to the Roswell area must include some kind of joint initiative with the City/businesses to improve the pedestrian access to bus and or train stations. We need sidewalks, bus stops and bike lanes or people will continue to shun PT. It doesn't make sense to ride a bus or train if you take your life in your hands getting there.

It's time to do this!!!

I would use the corridor to visit family and friends in North Fulton and to go shopping.

change speed limit to 65 outside of 285. Extend the shoulder lane times to cover more of rush hour. Fix the 285/400 merge. Finish the Northridge exit (yeesh).

It's a mess. Build the train

Especially with the large complexes being built in the area (ie Avalon and the proposed complex off Holcomb Bridge), the roads are going to be busier than ever - I know that if there was a MARTA line closer to my house I'd be more apt to take it; as is now, I would have to drive 8 miles in bumper to bumper traffic just to get there - so by the time I'm near the station I think "I might as well keep driving"

I live in Roswell and work in 5 points. I cannot tell you how much the commute into town damages our quality of life and the very assets we are working for. I, like my wife and many others, would be more likely to travel to the city more, as we avoid it like the plague now...can't even stand the thought of sitting in traffic. We will likely move from this area if this transit proposal is NOT approved. At the very least, couldn't we have light rail connecting the 6 proposed station to heavy rail at North Springs. The bus route is worthless, it will not solve a thing.

Would like better bus service along Holcomb Bridge East

It's crowded with cars. We need more public transportation

I grew up in Philadelphia and used trains regularly. Education to the advantages of rail is important in suburbia who thinks that crime increases or other negatives!

Charge residents of counties not paying MARTA sales tax. More top park and use the trains!!

Spend money more on transit and less on roads.



**Q6: Please take a moment to share any additional comments about the GA 400 Corridor.**

I look forward to any alternatives

400 Traffic is horrible and affects the quality of life of all citizens. Additional HRT is critical to ease traffic

Please make every effort to bring HRT to this corridor, and not BRT. I think the BRT alternative gives the perception that Atlanta is some sort of backwards city that is not willing to invest in much needed transportation infrastructure. If we want sustainable growth in this city we need HRT extending north.

I am in favor of extending MARTA to help with traffic & congestion. It is a nightmare at Holcolmb Bridge and 400, so maybe a MARTA station there or elsewhere nearby would help.

Please go forward with this project. Trust me, it is in the best interest of everyone and key to the success of the future of Atlanta.

HRT is the solution.

This is long overdue and should be MARTA's top priority. Also, any solution that is not rail shouldn't even be considered. Don't give North Fulton 2nd rate mass transit; make it equal or don't even bother.

I have lived Spalding & Roberts for past 25 years. Taking train downtown to events and to airport the best. Beats driving and trying to find a parking space.

No station is needed at Northridge Rd. Most traffic is from North of River. A station would negatively impact traffic on Northridge and negatively impact neighborhoods. You need to better advertise meetings and stick to the agenda time!

Impressed-as-always with the organization and presentation of these public meetings. Look forward to hearing more as the project is implemented.

Institute a few express trains from North Springs to Airport.

Please do not take a decade to complete this project. Can you please try to complete it in 3 years. Even a shorter HRT will be better than entire distance BRT, if it can be implemented in a shorter time period.

There are not enough exits in the Roswell area. Holcomb Bridge Rd is a nightmare everyday because for a large portion of the population north of the river that is the only place to get on 400.

Please, please, please bring rail up 400 sooner rather than later.

Please hurry the project along, we can't wait!

I know transit is necessary for our growth in N. Fulton but people who shouldn't be on them harassing people and preaching loudly

We need Concentree Circle routing to connect to Forsyth line to Atlanta line. Would enhance use of total system.

Travel Time -If this project does not improve travel time with existing buses then it is worth it. BRT should be timed to leave/arrive to meet the train.

A. Connect the new GA State Campus @ Old Milton Parkway. B. Implement a license plate verification system to charge "out of system" users who

**Q6: Please take a moment to share any additional comments about the GA 400 Corridor.**

Many exceptional developments have occurred in the past 10 years. Consequently, commercial and residential projects have increased, magnifying the need for further effort to support quality of life (time, convenience, safety and air quality) in this area. As it continues to grow, the tax base will improve and benefit the remainder of the county.

I think extending Marta is a great idea and will definately help ease the congestion on our roads

If it is coming it should be on the west side of 400. Especially at holcomb bridge. Behind Red Lobster is an area of crime that could use cleaning up as opposed to east side where riverwalk may be coming. Lets preserve out natural resource and the beauty trails... we have strived to keep.

I love that you are thinking about this over adding additional roads. Cobb county is foolish by building toll roads instead of considering MARTA lines. This cannot happen soon enough.

The intersection of GA 400 and Holcomb Bridge Road is almost unbearable to try and drive across and most times during the day. Putting a station on the Southeast corner of that intersection would be ideal as it offers alternative access via side streets including Old Alabama.

traffic is a nightmare

This is a great opportunity to grow the 400 corridor and make the area even more attractive for business and residential.

Feeder Services from Milton (North West) and Johns Creek (North East) can be started right away to the existing Sandy Springs station and can be changed to the new stations as and when they get built.

We wish Marta had better funding from all the counties so they can make needed repairs and keep up with the growing population

The SR 400 corridor is already at capacity. This proposal offers a better way to commute.

Please put in HRT. We don't necessarily need TOD at first so long as we can expand the stations for those considerations in the future. We're attracting commuters first with this expansion. TOD can be added later once people see the value of the expansion.

Takes 30 minutes during rush hour just to get to 400. Need a rail station farther west of 400, at Alpharetta Hwy and 92

Good luck!

I would also prefer expanding bus service in north Fulton. Rail service can only go so far

The faster this can be completed the better!

Can't wait!

**Q6: Please take a moment to share any additional comments about the GA 400 Corridor.**

Can someone look into improving the MARTA website navigation on the expansion projects? Overall, expansion project information access and site navigation seems to be a challenge. Ideally all the project pages should be listed through the left navigation menu, with sub-listings under "Planning," by making the menu selection expandable to show the complete listing and direct links. <http://www.itsmarta.com/north-line-400-corr.aspx>  
Currently project pages seem to be buried...first navigating to the "Planning" page:  
<http://www.itsmarta.com/Planning.aspx> There is also slightly confusing language related to the links in the middle of the page; third item, "Regional Planning and Expansion Projects" now under SPA?, but there are no project specifics on the SPA page. Special Projects & Analysis (SPA) Regional Planning & Expansion Projects (now under SPA) Also the Project Summary page is helpful but appears to be out of date, ex. GA 400 Corridor shows last update as 9/26/2013, would seem there is no current activity. Perhaps the date can reflect a more recent and relative milestone/update. <http://www.itsmarta.com/expansion-projects.aspx> Thanks in advance!

GA 400 has turned into a parking lot. We need to move people onto trains and out of cars.

It is just another government expansion because it can. Until empirical evidence demonstrates a need and it can be supported solely from the revenues this project is not needed, wanted or can be justified.

Please make this project happen

As an interim solution, perhaps the shoulder of GA-400 can go back to being bus only.

it would ease congestion.

Stations should be placed within a short a walk as possible to North Point Mall (with reasonable walk to Verizon Amphitheater) and Avalon. The line should extend at least as far north as Windward. It should also include substantial parking and entrances that are useable from both local roads and GA-400 so as to minimize congestion at the main cross streets.

If funding or quick implementation becomes a constraint, shoot for shorter HRT instead of entire length BRT.

Make it happen!

not related... but please keep in mind Emory/CDC have a huge vested interest in the Clifton Corridor Line and I bet you could cut down on costs tremendously by partnering with them! I love the work you guys do as an agency, especially in the past decade... so proactive in a region that seems to mostly hate you or couldn't care less, keep it up! I love you!

It's a good thing for the aid the development of community also produces jobs and help people with disabilities/ elderly or people who don't have cars.

Just go away.

Getting around in the Perimeter area is so strained right now. I believe that people will consider purchasing homes a little farther out if rail was easily accessible.

I could gain at least 1 more hour per day of family time at home. That is huge benefit for all 400 commuters.

**Q6: Please take a moment to share any additional comments about the GA 400 Corridor.**

Go do it now

HRT along 400 should have been implemented 15 years ago. Traffic on 400 has gotten worse in the last few years. This project should strive to get up Exit 15, not just exit 11.

Alpharetta, Cumming, and North Fulton residents (the ones who are ultimately paying for it) do NOT want it!!!!!! Commuters cannot use it!!! Spend the money on something that works.

We need rail as quickly as possible in Roswell and Alpharetta

The GA 400 corridor has horrible traffic and having a Marta alternative that originates in Alpharetta would drastically relieve some of the congestion.

I think the expansion of heavy rail is vital for the future of North Fulton. Traffic on GA400 will continue to get worse if nothing is done. Although there will be some opposition to the expansion, I think it is necessary for Metro Atlanta to think about the future of the city's infrastructure.

I am very much in favor of expanding heavy rail north, along the GA 400 corridor

I am very much in favor of expanding heavy rail north, along the GA 400 corridor

Feeder services are also needed

I waste hours of my life every day commuting up 400, but currently there is not a safe and reliable public transit system option. I would love to be able to ride a safe and timely HRT from the job I love in Avalon to the home I love in EAV. I would be free to do more meaningful things during the commute other than driving.

please consider a bus circulator to reach Johns Creek on state bridge corner jones bridge going to the new old milton transit station, or from technology park in johns creek to the new windward parkway or old milton parkway station.

This is a great need in Gwinnett county as well so individuals without reliable transportation can maintain employment

Atlanta needs this for so many reasons. It will help traffic, city growth and improve quality of life.

trains also need to have multiple options. Those trains that have a stop at every stop, trains that take to the end point non-stop or few stops .ex: no stop between GA Exit 10 and Airport.

more lanes is not enough!

Should have never stopped building this line out in the late 1990's. Get funding from the state for this, too.

Keep Marta in Sandy Springs. Nobody wants it in Roswell!

**Q6: Please take a moment to share any additional comments about the GA 400 Corridor.**

Adding more lanes to 400 will not help traffic. It will only make it worse. An example of that is a bit north in 400, where more lanes were added and traffic didn't improve at all.

Worst commute in Atlanta, when I worked in Buckhead, I used to be able to leave our house at 630 and make it into the office by 7. Now 8 years later, it takes me over an hour to get from Alpharetta to Buckhead

I will vote for any project that decongests 400 and help commuters like us in addition to being friendly to the environment by reducing the vehicles on the road.

Please add multipurpose trails along side the construction sites and easy access for bike commuters to bring bikes on to Marta.

Love you MARTA. Keep doing your thing!

We need MARTA to extend north on 400. This will improve our economy and reduce traffic and pollution. But we must do this in an environmentally and economically responsible way.

The 400 Corridor is important, but don't forget about lite rail from Lindbergh to Emory on through to the Avondale station. Don't forget about the Clifton Corridor!

I LOVE the idea and would make MARTA my primary transportation method if I could rely on train travel only.

The traffic on this corridor each day is a blight on Atlanta's image and needs to be reduced post-haste. Commuters, residents and companies alike will benefit from the access to HRT.

Something has to be done. 400 is fast becoming unusable during peak times. Do your best to get some solution in place.

A better public transportation plan is years overdue on the Northside!

None

**Q6: Please take a moment to share any additional comments about the GA 400 Corridor.**

I believe that this expansion will be a great benefit to not only MARTA, but to Atlanta as a whole. As most people know, there is a high population in North Atlanta which will allow more people to have access to public transportation and decrease traffic along the highway.

Why always trains. Why not something like a monorail with a much smaller footprint?? I think Disney had it right...

I would greatly appreciate it if you were able to extend Marta to downtown Roswell, which is a growing area. We need mobility and connection to the city.

This is truly a critical need for this part of the region. The traffic on 400 is insane.

Please move this initiative forward. North Fulton isn't getting any smaller!

It is the worst mess. I've commuted in Los Angeles, Frankfurt, Germany's Rhein Ruhr area between Dortmund and Cologne, and can attest that Atlanta is a mess with no alternative at this point. 400 is great, but it is only one part of the transportation concept that should be there. Adding lanes only moved the jam further out into the suburbs, eliminating the wildflower median just pushed the jam to exit 11, and now using the emergency lane just backs it up at exit 6 in the morning. It has actually gotten worse, like a funnel. One thing sure: my husband left a job over the traffic, and we know families who left from Atlanta for the traffic, all high income white collar. Once Mercedes Benz settles in Sandy Springs, there better be a world class solution in place, those people who come with that company move from an area with alternative transportation, and we are talking about 1200 people who will move up and down that corridor, and not necessarily in walking distance to the facility. Attractive, clean, safe, and functioning alternative transportation between Downtown and Windward is long overdue.

Please extend rail service sooner rather than later!!!

We are eagerly awaiting heavy rail in N. Fulton! Sooner rather than later!

Extend marta train line to exit 11 in alpharetta

Provision for high speed limited stopping during peak hours.

I can't wait to be connected by heavy rail from Alpharetta to Atlanta.

I support plans that decrease congestion and enable more residents of the metro area to be free of the requirement of personal transportation.

The sooner the better!

**Q6: Please take a moment to share any additional comments about the GA 400 Corridor.**

What have been the benefits of the current 400 line and will those benefits be compounded by extending the line?

I believe that MARTA can solve Atlanta's traffic problems. Extensions to current lines, west into Douglas County, east to Stone Mountain and Lithonia, north to Cobb County, south to Clayton County, north to North Fulton County, north to Gwinnett County, and around the perimeter are needed. I hope MARTA gets the funding and resources to make these happen.

Any mass transit options, particularly HRT would be extremely helpful in alleviating traffic issues on the northern edge of the 400 corridor and would provide great convenience for the residents of the area.

N/a

It's a great idea and a win-win for a corridor that needs expanded transit.

Yes, please build HRT

Build the HRT ASAP!!!!

I love PATH400 and use the greenway multiple times a week, having better MARTA access would be a big step in encouraging me to move to Alpharetta/Cumming!

Wondering about costs and funding, as well as environmental impact.

Something needs to be done, most cities have mass transit, however, I have watched the types of behavior on MARTA and people who ride it to areas they don't belong to do harm and crime. I am not interested in that being in my neighborhood.



**Q6: Please take a moment to share any additional comments about the GA 400 Corridor.**

I believe in Marta. I'm from England and I've never given up on Marta, it's a good system, with a good heart and good bones. It will rise out of the rut it's in, I'm sure. Shining bright and pristine new. It will carry the people of Atlanta and link us to tomorrow and what lies beyond. I also want to say that I haven't given up on Cobb county. I'm sure they will come around eventually. I live in Cobb county and I'm sure that the county is watching and looking at what's going on with Marta and it will make a move towards Marta at some point. Atlanta is a very unique place and we all want it to remain unique and interesting. The GA 400 corridor is good for development. I would like to see a east west HRT connecting maybe Roswell and Marietta across the 400 and out into the east connecting Gwinnett. Maybe the HRT could go further north and the BRT could connect the west/east sides of North Atlanta.

I only hope this is the first of many MARTA expansions, both to wider areas of the metro area as well as infill for more service in the city.

,

Please extend the North Line all the way to Exit 14, at least.

Would improve economy in general - and the quality of life in the area.

I think it's a great idea to expand MARTA up to Forsyth County, this would allow my wife and I to commute in two directions while still utilizing short car rides versus longer rides.

The HRT proposed might also alleviate traffic on Holcomb Bridge at the entrance to 400 .

As someone who drives from Holcomb bridge to the North Springs station 5 days a week, I can tell you how it has improved the quality of my life. If the train was extended even farther north, it would have that much of an impact on even more people.

The key is the East West flexibility. If you battle for 45 minutes to get to 400, you might as well just stay in your car and drive the whole way in.

I believe it is much needed, it amazes me for a city of this size that they are so behind the times of public transportation. I was shocked when I was transferred here for work how car dependent Atlanta and its surrounding suburbs are. Probably the biggest con when moving here

Candidly I feel this is beyond any further debate and the HRT project should be started immediately.

If a single comment is made regarding the introduction of, "an undesirable element," (a la Cobb County), someone please throw a heavy object at the speaker's head.

This saves gas, saves nature from pollution and time of transit.

The traffic has gotten out of control. The longer you wait to act, the worse it gets to the point where you lose businesses to other states/cities that can handle commuting.

**Q6: Please take a moment to share any additional comments about the GA 400 Corridor.**

Please implement the BRT ASAP..

I suggest that the station names should be Northridge, Roswell, North Point, Alpharetta, and Windward. As opposed to "Holcomb Bridge", or "Old Milton".

Please make it happen. The problem is only going to get worse.

It is so choked and badly needs public transit system

Stick to the median.

Would love to see HRT come to the area!

This is a very exciting project. Marta is long overdue expanding its service to the north metro area where so many people live.

unless we can move workers from the northern suburbs to the perimeter by rail the perimeter will become grid locked

I am excited about this project and I hope it becomes a reality.

I think you'll get a lot more riders on heavy rail if you extend the existing line north

Ample overnight parking would be highly beneficial, as many from N Fulton will likely take MARTA all the way to the airport.

Crime and Traffic - public transportation creates an unreasonable increase in crime, buses create hazardous traffic conditions, and train is unreliable and not safe. After trying MARTA for 2 years I have committed to NEVER take it again. We live in the suburbs because we DO NOT want to be in the urban area with urban issues.

This is a great initiative and should have been planned and implemented at least a decade back. But better late than never! Please bring it on and end our misery of spending half of our lives on the roads.

Please bring heavy rail all the way to windward!

I do not have additional comments.

**Q6: Please take a moment to share any additional comments about the GA 400 Corridor.**

Please make this happen ASAP.

Nothing else to share, but extending the train up 400 is something that is very important to me. So if there is anything the public can do to help make this a reality, please communicate that.

There is a lot of opportunity for development around future rail stations. the 400 corridor is obviously popular, and I hope that MARTA rail can make it a more livable and healthy place to be.

Excited that work is advancing on this project. I have been following the talks on this corridor since I first moved to GA back in 2000. I was 12 then and hoped it would be built by now haha. Seems I'll have to wait another 15 years (that is being optimistic) to actually see it come to light.

Must be heavy rail, but I would absolutely rejoice and completely change my commute to taking MARTA if it was available. Not to mention when MLS 2017 starts, it would be really great to have a safe ride all the way down to ATL.

At present MARTA has a bus route 143 to Windward Parkway. Johns Creek does not have any transit to North Springs. This line can be extended to Johns Creek.

Thanks for staying in touch.

I would like rail service all the way up to exit 14 on 400. There is booming growth out here and we could attract more people to the hospital that way.

I've lived in ATL metro (Marietta) for over 15 years and recently moved to Alpharetta to be close to work. I am extremely happy that MARTA is seriously considering extending the GA 400 rail for the large population of working commuters and resident commuters in the North Fulton area.

We need something right now. Can you please run some buses in the interim from Johns Creek and Milton to Perimeter District?

The Georgia 400 Corridor will continue to grow due to jobs in the area and the good schools. There are QUALITY workers that commute TO Alpharetta which could benefit from high transit option. Many people refer to the commute into the city as the need for MARTA. People overlook how many people commute to Northern Suburbs such as Alpharetta. This option is better than extending roads. Roads will never solve the traffic issue.

Nothing specific, just that I hope this expansion moves forward. I travel a good bit, and having a MARTA station closer would make it much easier to get to the airport.

**Q6: Please take a moment to share any additional comments about the GA 400 Corridor.**

HRT service into N Fulton is deserved and is long overdue. I lean favorably towards the proposal for Milton County. Paying for services such as MARTA HRT but being denied them is one of the reasons I think we need the leverage of Milton County. Please prove me wrong.

North Fulton DOES NOT want this!!! If MARTA extends rail service to my area, I will move elsewhere.

Although the commonly cited assumption is that mass transit alleviates car traffic, it does little of that in Atlanta, and never will. Only a tiny percentage of users will ever reside within walking distance of a station due to the Atlanta region's layout and MARTA's limited reach, and that will never materially change at this point. Mass transit provides another option, but generally only adjusts the patterns and locations of traffic, not the total volume by any significant amount. And if driving to a station, parking, waiting for a bus/train, and then walking to your end destination doesn't save time vs. driving a car, it will rarely be used.

the HRT has been needed for the past 10 years, so it is way over due now. Knowing how fast government moves, this project will probably take 10 or 20 more years to complete.

I think most citizens would favor a 1-2 lane expansion of 400 for additional driver traffic over added rapid transit.

I'm very excited about this project. Public transportation is environmentally responsible, appealing to younger generations, and the obvious solution to our traffic trouble.

I see the "advantages," but feel the disruptions and disadvantages far outweigh the advantages to those who live within or along the corridor slated for Marta Rail.

I like this plan; however, in the future the rail line needs to expand past exit 7 on 400 because you still get major congestion on 400 up to exit 8.

This cannot happen soon enough!

Ga 400 is a nightmare. We can from ny and ca. This is by far worse. It is astounding that local governments are not mandated to contribute substantially to infrastructure when they are always approving more business and residential growth.

This continues to be a major link to homes/businesses up and down the corridor. Thank you for being forward thinking about rail transit.

Finally!

**Q6: Please take a moment to share any additional comments about the GA 400 Corridor.**

Marta runs North / South and East / West. Until they decide to make it actually cover the majority of downtown and the metro area, having it reach further out in each of those directions is really not a plus. I work downtown and believe me, I'd love to take the train into town and not hassle with the 2.5 hour commute I just went through, but it would be equally as long everyday with transfers and waiting for buses, plus I then have to go multiple places throughout the day and it simply does not work. We need effective public transit, not just more. In every major city where it works, the routes criss cross all over the metro area, not simply extending as far as possible in North / South and East / West directions. I'm not opposed to transit, just opposed to the way Marta is doing it.

Please build a station in Roswell at Holcomb Bridge. This is a huge need.

I suggest placing the toll back on 400 and placing booth at Forsyth county line in order to gain revenue to improve 400 to 4 lanes the whole way until Forsyth county.

It serves no purpose at this time. It will devalue our properties, cause congestion and is not needed.

A NIGHTMARE!!!

The traffic up here on a daily basis is absolutely HORRENDOUS!! Something needs to be done as soon as possible... especially with the growth this area is experiencing (business, technology, and residential). More buses would just add to the frustration... we need to get people (especially commuters) off the roadways.

Please do this, traffic is so bad that highly educated productive workers are leaving for better planned communities.

I really hope this comes into fruition! I think a lot of people don't fully realize the benefits of this.

If funding is constraint, phased Implementation in HRT is perfectly possible instead of going BRT all the way.

Please do it. For the sake of ppl who are getting into so much mental stress driving on 400 daily

Additional rail or bus routes in this area will increase the congestion at a faster pace than doing nothing. I'd rather see discussions about rail, bus options for outer beltway.

Traffic is getting worse. Atlanta will not be able to sustain itself with the traffic situation.

Many people have moved up here to get away from the congestion and smog of the city. These plans will add to that.

I live closer to Windward Parkway and I would rather prefer that even one fourth of the distance covered by HRT instead of entire distance covered by BRT.

If implemented successfully and quickly, will be a feather in MARTA's cap

Although it's faster for me to drive in the mornings - from a time perspective, Marta is definitely preferable on the afternoon return from Roswell to midtown

We need this ASAP.

**Q6: Please take a moment to share any additional comments about the GA 400 Corridor.**

As the northern suburbs come more densely populated, rapid transit is a necessity- like all other world class cities.

this needs to happen in order to catch up with the growth

We need this so badly. I come from the SF Bay Area where we've had HRT from San Francisco all the way well into the East Bay. It allows so much opportunity for commuting and jobs.

Something needs to be done.

The lack on public transit in the metro area is going to begin driving away our future growth. It is ridiculous to not have better options in an area with the population the size of ours. The traffic on 400 during commute hours has significantly grown in the last two years and it is time to finally take action beyond just adding lanes to 400. Please bring rail to North Fulton. We need it desperately.

In addition to the GA 400 Corridor MARTA construction, it would be helpful to have an ubber type local transportation option where commuters could use a shuttle type service to get to the rail system. Some sort of private/government/community initiative could help jump start this process. This would encourage many local residents to reconsider driving to work and instead use the shuttle/rail commute option that could easily triple the number of potential customers. I would be more than happy to volunteer in such a project

We need better transportation alternatives as traffic grows on this corridor

Additional lanes on GA 400 will also need to be considered. The Marta project needs to happen sooner - don't spend more years just in the planning stage. These investments create jobs and increase productivity of Atlanta area families.

As a former elected official with the City of Alpharetta, I am well aware of the opposition extension of HRT will face coming into Alpharetta. Regardless of what is said publically, the general "fear" is that the extension of the MARTA HRT line to Alpharetta will get "direct access" to the area to those seeking crimes of opportunity. PLEASE BE AWARE this is the core source of opposition to the HRT extension and do your very best to provide facts/data disproving this issue as a significant concern. The current Mayor and (as far as I know) every member of Alpharetta Council oppose HRT lines into Alpharetta...so there is work to be done here. It will take time to convert the 4 votes needed for anything requiring Council's support. Please engage them in your meetings and follow up feedback/reporting. I'm out of town this Thursday, or I would attend the meeting at GA State. Would like to attend future forums on the subject.

MARTA Rail is the only way to ease traffic, unless the State plans to build Express Ways on top of the existing GA 400 route.

**Q6: Please take a moment to share any additional comments about the GA 400 Corridor.**

Along with MARTA, they need to turn GA 140 (Holcomb Bridge Rd, exit 7) into a limited access highway from Alpharetta Hwy on the west side down to the Home Depot on the east side of 400. Have exits at Alpharetta Hwy, Warsaw Rd, GA 400, and Old Alabama Rd. The BIGGEST problem on the GA 400 Corridor is Exit 7. Putting a MARTA station here would be a great help and would take cars off of 400. But something needs to be done to move cars through Holcomb Bridge rd faster too. It will only get worse too.

GA 400 does not need to have Roswell as a go through. Please Stop the people from using Roswell as a way to get to work, but do not stop and spend money here. I do not want my tax money used to these other people who do not contribute to our great Roswell.

I would be concerned about increased crime with a MARTA rail station close to residential areas; however, I think the benefits may outweigh the risks with proper oversight/security in place.

It is a pain especially in the mornings and afternoons.

Please build underground. It will cost more, but no one will be willing to live near the station if the trains and their tracks are visible. There are beautiful neighborhoods in NW Washington, DC that are very well served by trains. The fact that people can walk from their homes, get on the train and get to work without using a bus or car is form of neighborhood equity that can be quantified as evidenced by the selling points of every piece real estate- "walking distance to Woodley Park Metro stop", etc. Also, need to consider pricing tickets based on peak time usage as well as distance. It doesn't benefit someone who travels from Windward to Buckhead to pay the same amount as someone who travel from Windward to the airport other than time saved. If the financial cost and the time cost is not beneficial, people will elect to stay in their cars.

This is awesome. Please expedite the project as much as possible. I currently spent two hours a day commuting, and extension of the rail line north of the river would cut this in half for me. Additionally, not having to drive my car to North Springs would encourage me to use the MARTA rail line for the majority of my travel to the stores, restaurants, doctors/hospitals, and other attractions.

Listen to the wants of the residents that live up here and how it will impact our community!!!

This corridor represents great economic opportunity for the region but the potential will not be realized unless transportation improvement is a priority including BOTH increased bus routes and expanded rail service.

An increased bus service just wouldn't provide the capacity to make any difference. Forcing Forsyth County into the scheme and extending to Exit 14 would be nice considering most of the traffic is being fed from Forsyth County and beyond to the North. Possible funding could be achieved by making GA400 to be a toll Rd between 11 and North Springs with the cost linked to the train fare.

I lived in London 5 years and commuted to NYC from NJ too. People who don't want mass transit probably have never used it and are just afraid. We will just become another LA traffic nightmare if we don't improve mass transit options. Wish I could make the 4/16 mtg.

Wrong project, the affluent people living in this area need more freeways, Marta has such a small coverage in their rail and bus system that it is not a reasonable (faster) alternative to driving. Put the money in building a northern arc around exit 10 of SR400 to connect I-85 to SR400 to I75 and now you have an improvement



**Q6: Please take a moment to share any additional comments about the GA 400 Corridor.**

This expansion is not just a benefit to the areas around exit 10/11. But also a required element for the development/expansion for further north.

I would like to see a multi-modal station at Windward. Is there possible expansion into Forsyth, especially along the east side of 400?

More lanes.

I have been hoping this would be in place for years. I remember living north of Chicago in the suburbs and it was an awesome way to get into the city in the 80's, I hope this is able to come to fruition!

Many people are moving into the area. I know several Mercedes-Benz USA folks in NJ and they are all concerned about the traffic in the area. At what point will people stop relocating to the area due to the inability to build out the infrastructure?

I am not sure why this is taking so long. 400 traffic is nearly impassable in rush hour, and it is getting worse. The overall MARTA system is very poor for a city the size of Atlanta. It needs to be wider, faster, and safer.

This project is great for easing traffic woes on 400

If Marta comes I'm moving.

Just because Marta will be more of a constant, I do not want to see more High density along it's path. I want current zoning's for neighborhoods to stay intact and become permanent!

I think there should be airport express trains that only stop at select depots - I would survey to figure out where most airport riders originate from and select those for stops - the ride from say north springs to the airport on normal service takes too long!

encourage business to allow more telecommuting, encourage ZEV and LEV. add a paid lane on GA 400 like the one on 85.

This is needed immediately!

This money would be better spent improving infrastructure and retiming stoplights which are the worst sources of commuting issues,

Rail, rail, rail with well lit, secure stations is the answer.....not busses.

Can't wait to see this!

This expansion on Marta will be a great benefit for the families in North Fulton and Forsyth. Will not only help workers but also college students traveling south to attend GSU and GA Tech.

**Q6: Please take a moment to share any additional comments about the GA 400 Corridor.**

See 2 above

I've lived in Roswell, Johns Creek and Alpharetta for over 6 years and GA 400, while I like 400 for its directness into Atlanta, is more and more crowded every year.

Long overdue! Years ago we moved in closer from Alpharetta because I couldn't take the traffic any more. We'd like to be further north (bigger house for the \$\$) but the traffic on 400 is just too awful. My friends who live up there complain constantly.

A quick implementation will be a great benefit.

I do not want any station that includes any parking at the Northridge exit. This exit is primary residential, keep the stations at exits that are more commercial based

GA 400 is a nightmare. Anything you can do to decrease the traffic volume and add trains would help tremendously. It would also help those who go to the airport regularly. AND I'd go into the city more often to enjoy things there if it came farther up.

build it sooner

Since the toll was removed traffic on GA 400 has increased substantially, (guestimate up 40-50%) Now traffic jams start at 6:30 AM each day

None

Please do HRT HRT HRT only.

Reliable and fast transit service to/from North Fulton is way overdue. The current option isn't efficient enough. If you have to drive to North Springs and wait for a train you may as well just drive all the way into Atlanta.

DO IT!!!!

It's long overdue.

We wish you would go ahead and run it to Cumming as it will be inevitable as the city grows. It would be a great hub to at least Windward or Avalon.

I would rather see the GA400 corridor traffic lanes widened instead of any Marta initiative.

**Q6: Please take a moment to share any additional comments about the GA 400 Corridor.**

in the immortal words of Arnold Schwarzenegger, DO IT. DO IT NOW

Extend the line as soon as possible. The longer you wait, the more it will cost. Additionally, get the land before it is all developed.

I'm really excited about this! Please let me know if there is anything additional I can do to help.

The entrance and exits need to be smoother - some create traffic problems by not handling the volume getting on and off. Extending entrance lanes - even creating a new lane would help merge traffic. But for the love of God don't make the lanes narrower like 285 - those just suck. And create a bypass around the city to alleviate the big trucks having to drive right down the middle of the cities to get through Atlanta.

Traffic is so heinous, we need to add effective mass transportation. I think HRT is the way to go. I love the MARTA line from North Springs to the airport. If there could be express trains, that would be awesome.

Just make sure it does go to the West below Spalding Drive.

I am excited by the prospect and hope the group working on this is able to minimize the negative effects large projects can have on communities so that North Atlanta can have the benefits that come from having mass transit accessible to you.

Anything that can be done for the earliest possible implementation will be greatly appreciated

There may not be enough room near Northridge/400 to place a station and sufficient parking. Please consider relocating this proposed station to near Sandy Springs Charter Middle School.

Why look at ideas like tunnels and double-decker roads on the connector when HRT from the Forsyth County line would greatly reduce traffic, air pollution, and wear on roads, which would tame the costs of MARTA expansion. The new stations should have ample free daily parking so that people like my brother can drive the short distance to the station for commuting.

Absent extensive last mile transit additions that currently do not exist, this route has limited potential to substantially change commuting patterns along GA 400.

Do it, please build out the rail, pretty please, you can even raise my taxes. Atlanta needs more rail and it's a shame this wasn't planned out years ago.

This should be done immediately

**Q6: Please take a moment to share any additional comments about the GA 400 Corridor.**

Since there are lot of businesses along the proposed line, MARTA will earn lot of revenue with this proposal

Numerous employers are moving to this corridor and people from all over from Metro Atlanta will like to work here.

I'm excited for the future of transit in Atlanta, but the slow pace of these developments has me worried. I understand we must weigh all viable alternatives equally, but in this case HRT is the only real option if you want ridership. Please feel free to contact me -- I am a (young) amateur graphic artist/programmer and would love to design some more modern-looking signs and displays for the stations at no cost. I want to do everything I can to make sure this succeeds.

MARTA's selling point: One has to pay only \$5 for MARTA instead of \$10 and gas for DOT's toll lanes per day

We would love to have it as quickly as possible. 10 to 15 years is too long a wait.

now, for some sort of east-west connector between 75 & 85... and rail service into Cobb and Gwinnett...

BRT in managed lanes is a heavy-handed option which will not get the ridership needed to make it viable.

Because I live downtown and work in Alpharetta my commute is very long. Approximately 25 miles. Since moving to Atlanta and starting my long commutes I have developed a herniated muscle and compartment syndrome one of my legs. I was a former Division 1 NCAA cross country and track athlete. I feel that MARTA helps me to be less stressed and had helped me rest my leg so that I can continue to run and do what I love to do.



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## **Scoping Summary Report**

### **Appendix B-2: Scoping Period Comments – Email Comments**

**June 2015**



**Planning and Technical Services  
RFP P27818  
Task Order No. 2014-LRSRP-5**



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This appendix provides a complete compilation of all messages received via the GA 400 Transit Initiative's project inbox (e.g., [Connect400@itsmarta.com](mailto:Connect400@itsmarta.com)) during the Scoping period. Comments received via the Scoping comment cards and online survey are included within **Appendix B-1**.

In 1996, I hoped that construction of Marta would continue past Dunwoody. Now may it come to fruition.

Sorry I missed the meeting in Roswell but want you to know we're all for continuing Marta. We've travelled frequently and always wondered why other cities all over the world can manage this so why not us.

Mark, I am writing you regarding last night's Public Scoping Meeting in Roswell which I attended. I'd first like to thank you for your insightful briefing to the audience attending. It was informative and well delivered. I was a little disappointed in the format of the meeting in that I was under the impression we, as the public would have much more input to view our opinions of this Transit Initiative. The meeting was scheduled to commence at 6:30 however did not actually start until 7:10. I realize the meet and greet of the public was necessary however it did not have to last 30 plus minutes. Once the mediator and your informative presentation concluded there were less than 30 minutes remaining for the public to view our opinions on the Transit Initiative. Going forward this format should be looked at for change.... Below I have forwarded you the correspondence I previously have sent to our local media group here in Johns Creek along with Mr. Thomas Black, our local DOT politician here. Both have not responded to date...I would like you and your constituents to seriously reconsider this Transit Initiative in that it lacks the means to address the real need here in North Fulton County, that of addressing the infrastructure through the implementation of more traffic lanes for our Interstates and local roads.... Thank You Mark

That's great! Looking forward to Red Line rail in North Fulton!

great reception, 98% supportive crowd so discussion was all about where the stations could be. Encouraging

[Talking about MARTA running up SR400 to Windward Parkway \(finally!\) at @MARTAconnect400 scoping meeting](#)

[Thanks for the follow @MARTAconnect400 get us red line rail ASAP!!](#)

I support the initiative to expand the Red Line up to Windward Pkwy. I am a 22 yr. old law student at GA State, and I use Marta every day to get to class. It would be tremendous to be able to go up to Alpharetta via the rail line.

Yes PLEASE! We live in Cumming (off exit 13) and we would welcome the expansion on the 400 corridor. We have used the rail from North Springs many times, especially when traveling to events downtown. For us though, the drive to North Springs is over 24 miles and a 30 minute drive. A station at Windward would cut that distance in half.

My family just moved to the Atlanta area about a year ago from New York City. I am very excited about the prospect of MARTA extending northbound as we just bought a home in Roswell. I would most definitely use MARTA to get to work as well as continue to use it to get to the airport if it were extended to my neighborhood. I'm unable to make the meetings scheduled to go over the plan in person but would love to be kept aware of the plans. Thank you and hoping this works out.



Good Afternoon MARTA Team-

As an avid rider of MARTA at least 3 days per week for the last year (from North Springs to Civic Center), I have to say I'm SUPER excited about the possibility of MARTA extending to Windward Parkway. The most frustrating part of the entire commute into the city is that it takes at least 35 minutes (on a good day) to get from Old Milton Parkway to the North Springs MARTA station. I do have a few other suggestions that would help improve the commuting experience:

1. Can the MARTA team work with GDOT and have the shoulder lanes ONLY for MARTA riders?
  - a. Stop all other traffic from using the shoulder lane unless you are going to the North Springs MARTA station. A window pass (similar to the Peach Pass) could be created and pass readers could be installed over the shoulder lane.

- i. If cars use the lane without a pass they are fined
    - ii. If cars use the lane but then do not pass the final reader (that would be on the ramp to the North Springs MARTA station) they are fined

2. Is it possible to get upcoming train boards posted when first enter the train stations and by the badge swipe area?

- a. There have been countless times that you miss a train by 2 seconds and if you had known it was coming you could have walked a little faster or not waited on the escalator but have taken the stairs.

Thanks for looking to improve the commute from the north side. We do greatly appreciate the service and look forward to continue improvements.

Thanks!



## **Scoping Summary Report**

### **Appendix B-3: Public Scoping Meeting – Map Comments**

**June 2015**



**Planning and Technical Services  
RFP P27818  
Task Order No. 2014-LRSRP-5**



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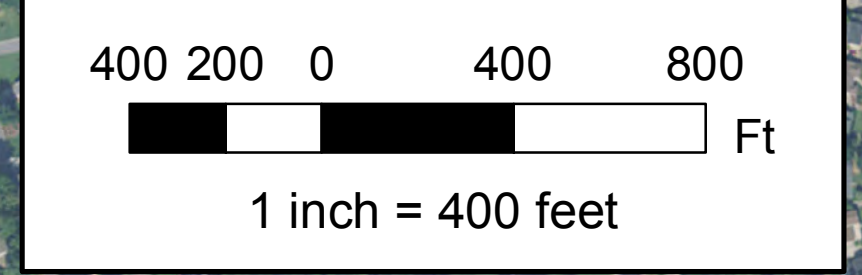
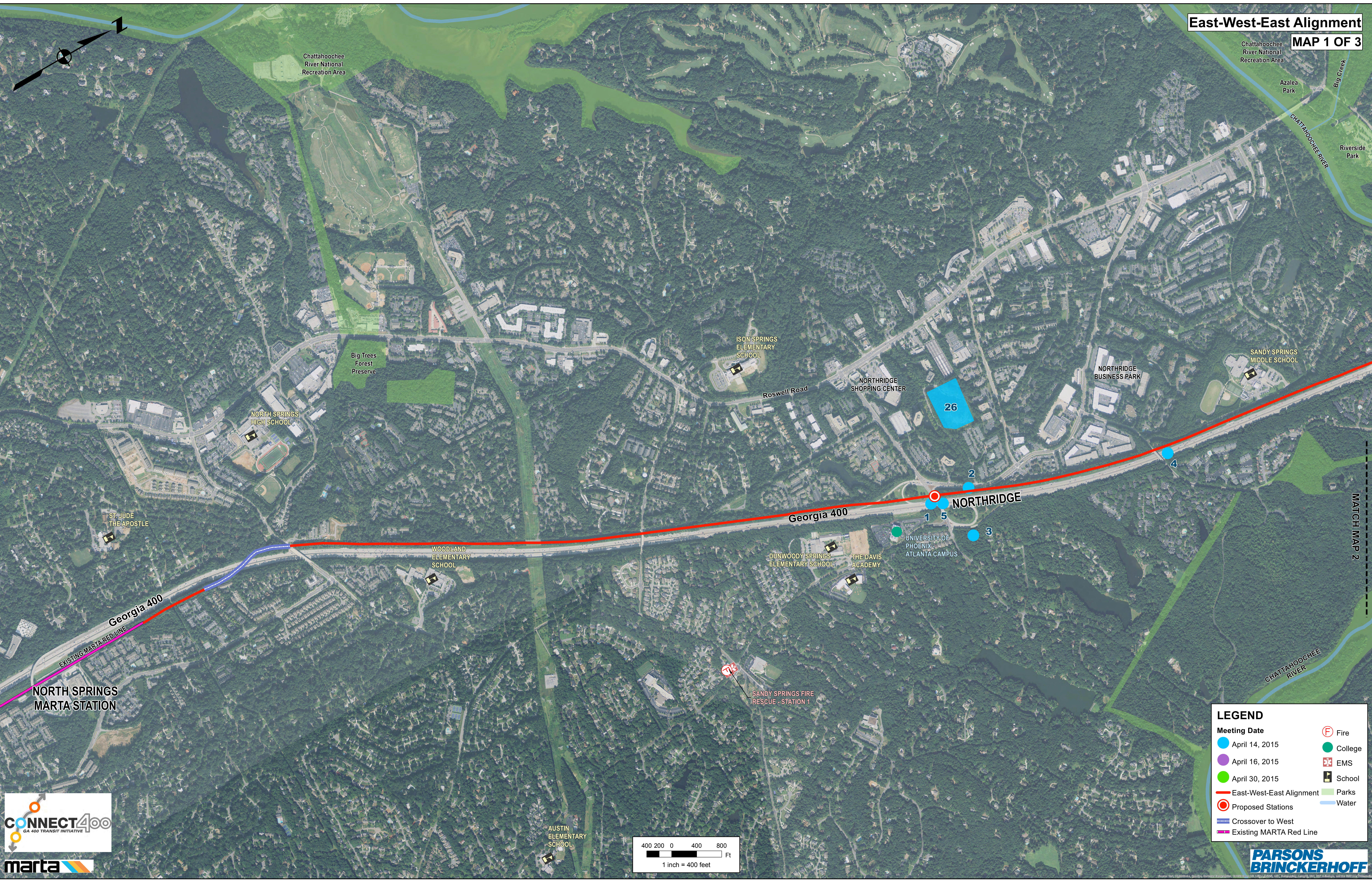
At each of the three Public Scoping meetings a series of aerial roll plots was used to solicit feedback from attendees regarding any potential areas of concern or opportunity along the GA 400 corridor. The table below provides a complete compilation of the comments that were placed on top of the aerial roll plots via sticky note. The aerial roll plots, which are reprinted after the table, can be used to provide a geographical reference for each comment listed.

Comment ID	Map #	Comment Type	Meeting Date	Details
1	1	Station Location	14-Apr-15	No Station really needed at Northridge, less than 2 miles to North Springs
2	1	Station Location	14-Apr-15	No Station at Northridge
3	1	Station Location	14-Apr-15	No Station Needed. Go north to Holcomb Bridge. Traffic Comes from North.
4	1	Station Location	14-Apr-15	Put the Station here instead
5	1	Station Facilities	14-Apr-15	No Parking (at Northridge)
6	2	Station Location	14-Apr-15	Build Station unto development
7	2	Station Location	14-Apr-15	Why put station here instead of at Mansell Crossing?
8	2	Input	16-Apr-15	Encore Pkwy Station - Incorporate Direct Access to the Mall into East Side Station Site
9	2	Input	30-Apr-15	Is there a way to tie in a connection between the Holcomb Bridge station and the river trail to improve rider access to the parks? Pedestrian and/or bike paths from station or bus route that runs from Holcomb Bridge down Dogwood Rd, along riverside to Roswell Rd?
10	2	Input	30-Apr-15	Would improve system to add BRT in Managed Lanes on Holcomb Bridge (Cobb to Gwinnett lines)
11	2	Input	30-Apr-15	West Side Too much traffic on Holcomb Bridge Road Need to consider the new traffic that would be added, too
12	2	Input	30-Apr-15	Tons of existing dense housing west of 400, with acreage that can support much more with potential connectivity to Mansell road. So both sides of Holcomb Bridge need MARTA access but West side really needs it.
13	2	Input	30-Apr-15	Wetlands
14	2	Input	30-Apr-15	Wetlands
15	2	Input	30-Apr-15	Roswell is planning a multi-use bridge called Big Creek Parkway which will be a bridge over 400 between Mansell and Holcomb Bridge with Bike, pedestrian and others. Putting the station near where this bridge lands west of 400 near the existing high density housing might work well.
16	2	Input	30-Apr-15	Over development of Holcomb Bridge/400 would negatively impact parks & biking.

Comment ID	Map #	Comment Type	Meeting Date	Details
17	2	Input	30-Apr-15	Awesome! Integrate with Riverwalk
18	2	Station Location	30-Apr-15	Riverwalk Station. Work with developer
19	2	Station Location	30-Apr-15	Place station EAST side of 400.
20	2	Station Location	30-Apr-15	Station should be located on NW quadrant
21	2	Input	30-Apr-15	Improvements to Holcomb Bridge Rd East-West Bus Routes are required (whether or not this project moves forward). This would significantly improve transportation options for residents. Rail route is a great option and will improve overall commute time to all areas south.
22	2	Station Location	30-Apr-15	Station at Holcomb Bridge should land on NW quadrant; this area requires higher density residential for redevelopment and would mesh well with a station
23	2	Input	30-Apr-15	NO BUS ROUTES IN EAST ROSWELL CURRENTLY. NEED THEM
24	3	Input	30-Apr-15	CONNECT GWINNETT TRANSIT (TO EAST)
25	2	Input	16-Apr-15	Planned Bridge over Big Creek and GA 400 - North of Holcomb Bridge Rd: Big Creek Road Bridge Study conducted in 2008, <a href="http://www.roswellgov.com/index.aspx?NID=747">http://www.roswellgov.com/index.aspx?NID=747</a>
26	1	Station Location	14-Apr-15	Station Location: Station Site?
27	2	Profile	14-Apr-15	Profile: Wet.... (Wetland) need bridge
28	2	Station Location	16-Apr-15	Holcomb Bridge Station - Ideal Location in SE Quadrant at Redevelopment Site: This is a large redevelopment site and would be a good opportunity for MARTA to partner in joint development.
29	2	Profile	16-Apr-15	Crossover #2 - Wetlands Present between Holcomb Bridge Rd and Mansell Rd
30	3	Station Location	16-Apr-15	Station at Haynes Bridge with Dedicated On/Off Ramps: This was a general comment. Respondent felt that the stations should be built on less traveled roads to provide easier ingress and egress and avoid additional traffic impacts to already congested roads.
31	3	Station Location	16-Apr-15	Old Milton Pkwy Station - Ideal Site within Avalon Development
32	3	Station Location	16-Apr-15	Station at Webb Bridge Road with Dedicated On/Off Ramps: Same commenter as Haynes Bridge.
33	3	Station Location	16-Apr-15	Old Milton Pkwy Station - Wetlands Present in SE Quadrant of Interchange
34	3	Inputs	16-Apr-15	To Be Developed - Webb Bridge Rd & North Point Pkwy
35	3	Inputs	16-Apr-15	To Be Developed - Webb Bridge Rd & North Point Pkwy

Comment ID	Map #	Comment Type	Meeting Date	Details
36	3	Inputs	16-Apr-15	Incoming Development - Housing Complex Near Webb Bridge Rd & Big Creek
37	3	Inputs	16-Apr-15	Incoming Development - Hotels Between Dryden Rd and Windward Pkwy Near MARTA P&R Lot
38	3	Inputs	16-Apr-15	To Be Developed - Hotels Planned Near Morris Rd & Noth Point Pkwy
39	3	Inputs	16-Apr-15	To Be Developed - Offices Planned Across from MARTA Windward P&R Lot
40	N/A	Text_Comment	14-Apr-15	Local Service in addition to feeder bus
41	N/A	Text_Comment	16-Apr-15	MARTA Police Should Partner with Local Law Enforcement to Proactively Prevent Potential Crime
42	N/A	Text_Comment	30-Apr-15	HELPFUL: OVERLAY MILEMARKERS OF ADDED TRANSIT



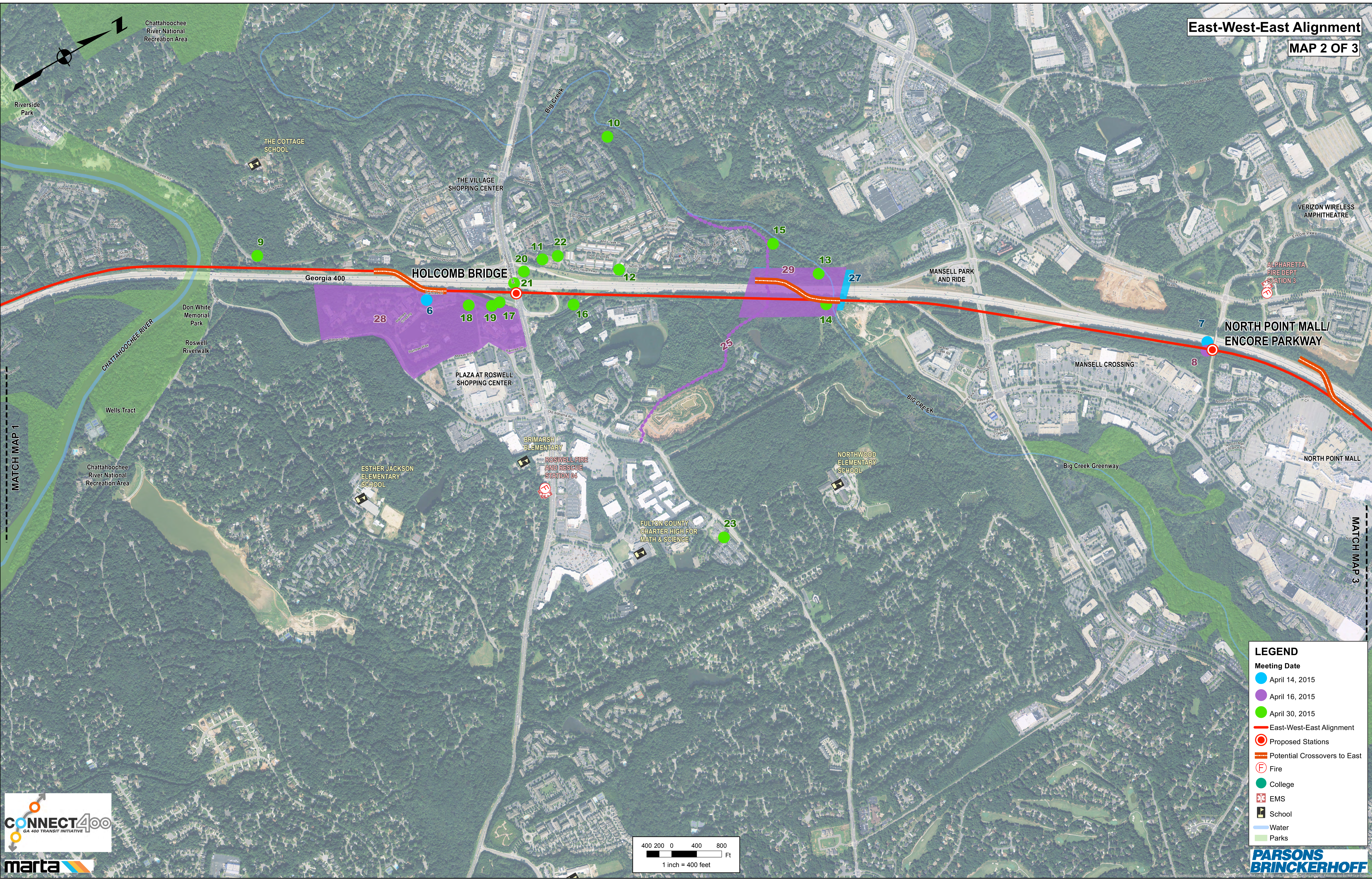


**LEGEND**

<b>Meeting Date</b>	Fire
April 14, 2015	College
April 16, 2015	EMS
April 30, 2015	School
East-West-East Alignment	Parks
Proposed Stations	Water
Crossover to West	
Existing MARTA Red Line	





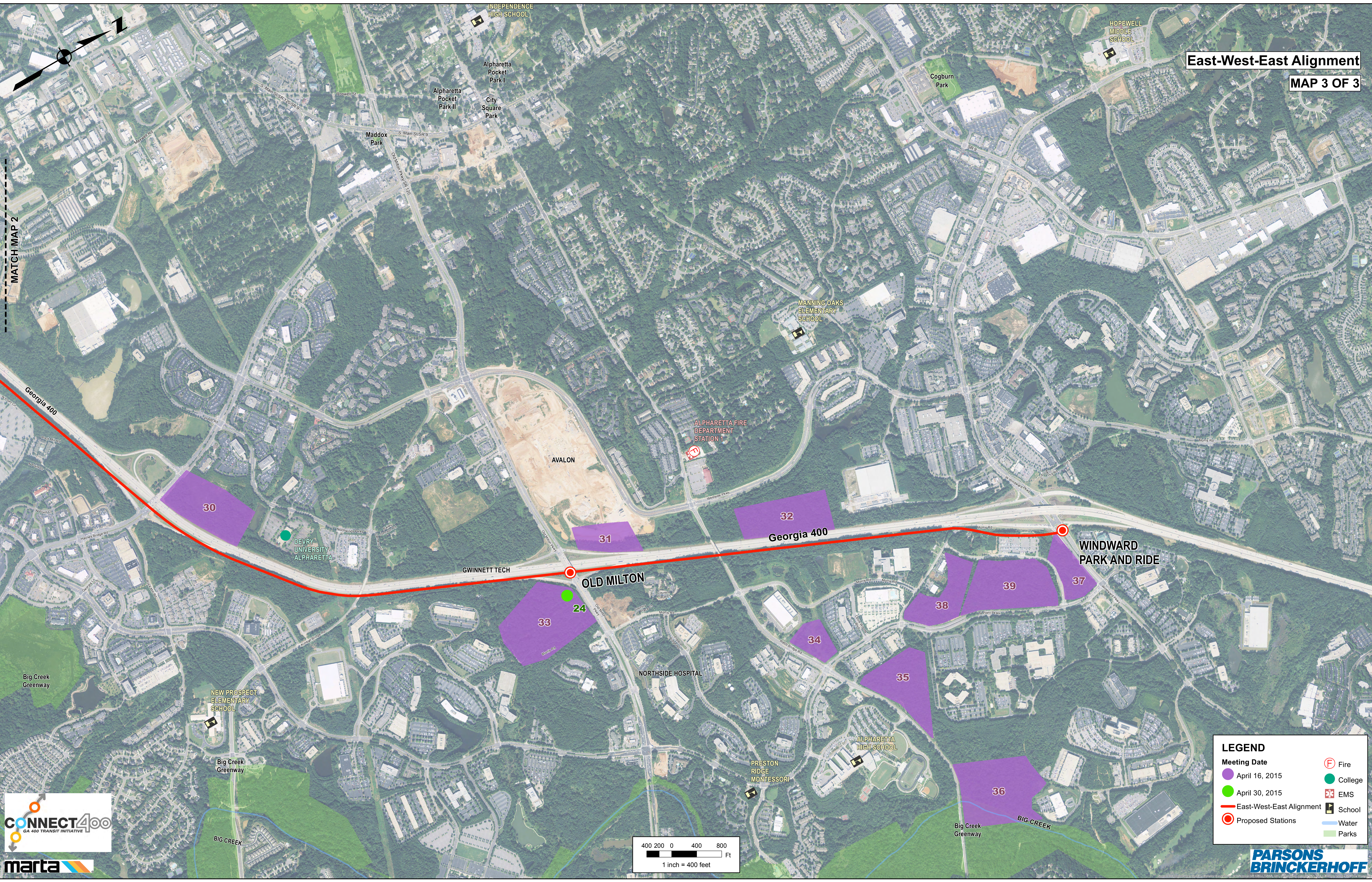


LEGEND

Meeting Date

- April 14, 2015
- April 16, 2015
- April 30, 2015
- East-West-East Alignment
- Proposed Stations
- Potential Crossovers to East
- Fire
- College
- EMS
- School
- Water
- Parks

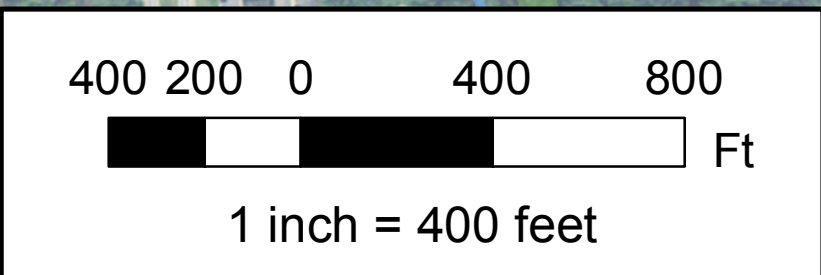




**LEGEND**

Meeting Date	Fire
April 16, 2015	College
April 30, 2015	EMS
East-West-East Alignment	School
Proposed Stations	Water
	Parks

GA 400 TRANSIT INITIATIVE







## **Scoping Summary Report**

### **Appendix B-4: Scoping Period Comments – Employment Center Locations**

**June 2015**

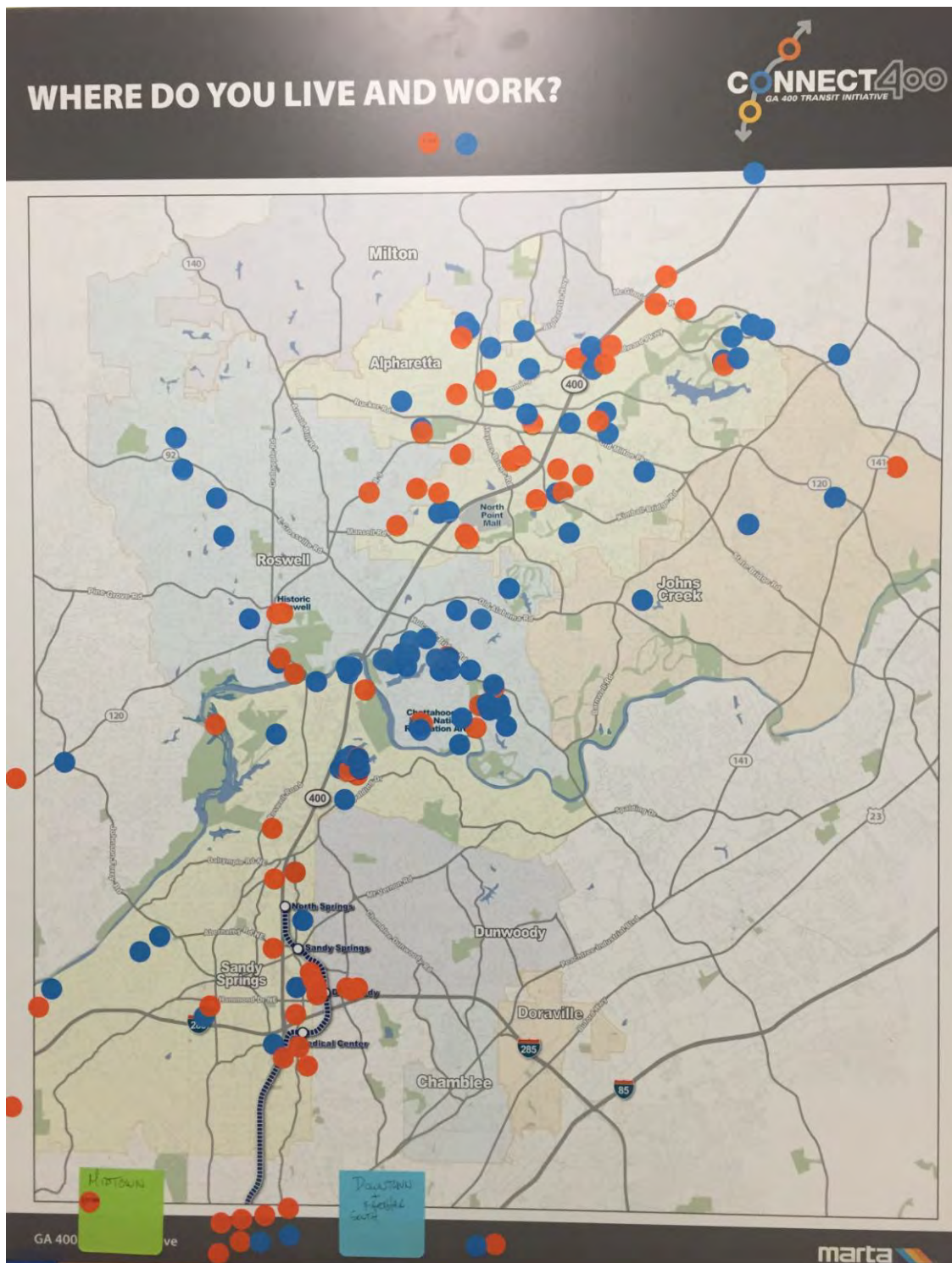


**Planning and Technical Services  
RFP P27818  
Task Order No. 2014-LRSRP-5**



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The display board shown below was presented at each of the three Public Scoping meetings. Meeting attendees were asked to place an orange dot at their place of employment and a blue dot at their residence. The sticky notes at the bottom of the map were used to represent major areas that would not fit on the display board. The note on the left corresponds to Midtown while the note on the right represents Downtown Atlanta and other areas farther south.





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## **Scoping Summary Report**

### **Appendix B-5: Public Scoping Meeting – Meeting Notes**

**June 2015**



**Planning and Technical Services  
RFP P27818  
Task Order No. 2014-LRSRP-5**



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# External Meeting Memo



Meeting Name	GA 400 Transit Initiative Public Scoping Meeting #1
Date	4/14/2015, 6:30 PM – 8:00 PM
Location	North Fulton Service Center – Community Room
MARTA Staff Attendee/Memo Submitter	Marian Clements, DW & Associates

**Number of Meeting Attendees (if known):** 19

**MARTA and Consultant Attendees:**

- Mark Eatman, MARTA
- Janide Sidifall, MARTA
- Claudia Bilotto, Parsons Brinckerhoff
- Nancy Skinner, Parsons Brinckerhoff
- Andrea Foard, Parsons Brinckerhoff
- Joel Anders, Parsons Brinckerhoff
- Inga Kennedy, PEQ
- Marla Hill, PEQ
- Thelma Hayes, DWA
- Marian Clements, DWA

**Meeting Notes:**

The meeting was opened by Don Williams, who welcomed attendees and then gave the public an update on activities and progress on the GA 400 project. Mark Eatman shared the objective of the meeting and gave a presentation on the following:

- Project background and schedule
- Purpose of Scoping
- Project need and purpose
- Alternatives under consideration in the DEIS
- Resources areas to be addressed in the DEIS for each alternative
- Stakeholder and public involvement, and
- Next steps

The following questions and/or comments were raised after the presentation and are summarized with the response from the project team (where warranted):

1. **Having looked at other transit properties such as New York and Seattle with similar projects and they were able to take more cars off the road after introducing any of the three options? Which option takes cars off the road most?**

We will look at the impacts to Atlanta. The nature of public transit is that you may move some vehicles off the road initially, however, roadway congestion usually returns when other vehicles are attracted to the unused capacity. The benefits of public transit are it provides transit options that otherwise do not exist and increases mobility alternatives. Transit also has a significant benefit to the environment such as air quality, less congestion and a better quality of life.

2. **Too many stations proposed; the Old Milton Station and Windward Parkway station are too close together and both are not needed.**

**Implications to MARTA**

- None.

**Action Items:**

- None.

# External Meeting Memo



Meeting Name	GA 400 Transit Initiative Public Scoping Meeting #2
Date	4/16/2015, 6:30 PM – 8:00 PM
Location	Georgia State University – Alpharetta Center
MARTA Staff Attendee/Memo Submitter	Marian Clements, DW & Associates

**Number of Meeting Attendees (if known):** 40

**MARTA and Consultant Attendees:**

- Mark Eatman, MARTA
- Janide Sidifall, MARTA
- Claudia Bilotto, Parsons Brinckerhoff
- Nancy Skinner, Parsons Brinckerhoff
- Andrea Foard, Parsons Brinckerhoff
- Joel Anders, Parsons Brinckerhoff
- Inga Kennedy, PEQ
- Marla Hill, PEQ
- Thelma Hayes, DWA
- Marian Clements, DWA

**Meeting Notes:**

The meeting was opened by Janide Sidifall, who welcomed attendees. Mark Eatman shared the objective of the meeting and gave a presentation on the following:

- Project background and schedule
- Purpose of Scoping
- Project need and purpose
- Alternatives under consideration in the DEIS
- Resources areas to be addressed in the DEIS for each alternative
- Stakeholder and public involvement, and
- Next steps

The following questions and/or comments were raised after the presentation and are summarized with the response from the project team (where warranted):

**1. How will you control crime from those south of North Springs?**

We are committed to providing a safe system. Not only will safety be addressed on transit vehicles, it will be incorporated into design features such as enhanced lighting, landscape and other features. MARTA was also successful in having legislation passed to support the “Ride with Respect Program” that allows the Agency to enforce rules and regulations.

**2. The criminal element is already among us. Automobiles provide quick access and egress for those who commit criminal acts. The Alpharetta Police Department is a world-class police agency and they will address any criminal activity that occurs. The discussion of crime is overblown and should be dismissed summarily.**

**3. If funding the project is a constraint, what suggestions do you have to implement transit quicker such as Bus Rapid Transit (BRT) before Heavy Rapid Transit (HRT)?**

BRT was left in the analysis for the reason you mentioned. HRT was the preferred alternative but it has a higher cost and will take longer to implement, though some continued to favor this alternative. BRT is less expensive, but it offsets ridership for those having to transfer to HRT.

## 4. Why does rail need to go to Encore Parkway?

Some believe that a station is not needed at Mansell Road and North Point because they are so close. A station placed at Encore Parkway would provide better spacing between stations, has less congestion and provides good walkability

### Implications to MARTA

- None.

### Action Items:

- None.

# External Meeting Memo



Meeting Name	GA 400 Transit Initiative Public Scoping Meeting #3
Date	4/30/2015, 6:30 PM – 8:00 PM
Location	East Roswell Recreation Park
MARTA Staff Attendee/Memo Submitter	Marian Clements, DW & Associates

**Number of Meeting Attendees (if known):** 70

**MARTA and Consultant Attendees:**

- Mark Eatman, MARTA
- Janide Sidifall, MARTA
- Claudia Bilotto, Parsons Brinckerhoff
- Andrea Foard, Parsons Brinckerhoff
- Joel Anders, Parsons Brinckerhoff
- Inga Kennedy, PEQ
- Thelma Hayes, DWA
- Marian Clements, DWA

**Meeting Notes:**

The meeting was opened by Inga Kennedy, who welcomed attendees. Mark Eatman shared the objective of the meeting and gave a presentation on the following:

- Project background and schedule
- Purpose of Scoping
- Project need and purpose
- Alternatives under consideration in the DEIS
- Resources areas to be addressed in the DEIS for each alternative
- Stakeholder and public involvement, and
- Next steps

The following questions and/or comments were raised after the presentation and are summarized with the response from the project team (where warranted):

**1. What are the general decision rules that are used to determine which side of GA400 to build on?**

Decisions were made using results of the technical study and public outreach including input from early Scoping meetings, preliminary technical engineering studies, impacts, and public input.

**2. When studying rail on GA 400 do you take into consideration how we will get to it or how will people get from their house, bus and destination?**

We will increase the East-West connectivity by increasing buses, adding bike lanes and looking at other ways to bolster connectivity. The results of this will be added to the model to project the impact and to determine future ridership.

**3. Was there some thought of the geographic area that will be impacted? How far from the spine will it reach?**

We will plug the O & D (origin and destination) information into the model and you can see where people are going. The O & D has not been done yet but will be within the next year. The environmental process is the key decision making piece, along with our stakeholders. This is a very collaborative effort.

**4. Why increase bus/rail? Why not use more traffic lanes?**

Actually GDOT is looking at doing some of that. They have a collector-distributor lane project that goes from I-285 beyond Spalding Drive going on right now. There are a few more projects programmed in the corridor such as interchange improvements.

**More traffic lanes cannot accomplish anything.**

A transit solution is warranted as a part of a bigger plan designed to assist in solving mobility issues throughout northern Fulton County. While some residents in the area are opposed to developing transit further north, MARTA has also received substantial support from the community.

**5. When you look at how big Charlotte is and the number of people that live there why is it taking us so long?**

We did a lot of work in 2011 on the GA 400/SR 9 project. Each phase takes a long time to do technical studies, go to the public, and to make certain that the project is meeting federal requirements. We have a lot of boxes to check and it takes a few years.

**6. Whether transit will be placed on the east or west side of GA 400, will there be a way for people to cross?**

Yes, we will work with Alpharetta, Roswell on any future station decisions and will work with greenway, etc.

**Implications to MARTA**

- None.

**Action Items:**

- None.



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## **Scoping Summary Report**

### **Appendix B-6: Agency Scoping Meeting – Meeting Notes**

**June 2015**



**Planning and Technical Services  
RFP P27818  
Task Order No. 2014-LRSRP-5**



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# External Meeting Memo



<b>Meeting Name</b>	GA 400 Transit Initiative Agency Scoping Meeting
<b>Date</b>	4/16/2015, 10:00 AM – 11:30 AM
<b>Location</b>	MARTA Headquarters, 1 <sup>st</sup> Floor Bid Room
<b>MARTA Staff Attendee/Memo Submitter</b>	Andrea Foard, Parsons Brinckerhoff

## Meeting Attendees (if known):

- Keisha Jackson, GDOT
- Cindy Jenkins, City of Johns Creek
- Julia Billings, GDOT
- Matthew Fowler, GDOT
- Courtney Frisch, City of Roswell
- John Orr, ARC
- Eric Graves, City of Alpharetta
- Carla Benton-Hooks, GDOT
- Marlo Clowers, GDOT
- Kaycee Mertz, GDOT
- Muhammad Rauf, City of Roswell
- Harry Boxler, GDOT
- David Haynes, ARC

## MARTA and Consultant Attendees:

- Mark Eatman, MARTA
- Janide Sidifall, MARTA
- Claudia Bilotto, Parsons Brinckerhoff
- Nancy Skinner, Parsons Brinckerhoff
- Andrea Foard, Parsons Brinckerhoff
- Joel Anders, Parsons Brinckerhoff
- Inga Kennedy, PEQ

## Meeting Notes:

The meeting was opened by Don Williams, who welcomed attendees and then gave the agency representatives an update on activities and progress on the GA 400 project. Mark Eatman led the group in introductions, shared the objective of the meeting, and gave a presentation on the following:

- Project background and schedule
- Agency coordination
- Project need and purpose
- Alternatives under consideration in the DEIS
- Resources areas to be addressed in the DEIS for each alternative
- Stakeholder and public involvement, and
- Next steps

The following questions and/or comments were raised after the presentation and are summarized with the response from the project team (where warranted):

### **1. When will a more refined conceptual design be available?**

Conceptual designs will be completed in approximately 6-9 months during the DEIS phase. During this time, the alternatives and alignments will be refined and reviewed by the agencies. MARTA will provide the link to the Preliminary Engineering report when the document is available on the website.

2. **What is the schedule for project implementation since new (private) development is now underway or planned? Would like the decision to be made sooner rather than later.**

MARTA will be mapping out a schedule for the EIS with the Federal Transit Administration (FTA).

3. **Will MARTA acquire available properties needed for the proposed station locations?**

MARTA does not typically pre-purchase right-of-way. This project must complete the environmental process and receive environmental clearance first. MARTA will coordinate with developers and municipalities to identify opportunities for public-private partnerships.

4. **There is an opportunity for the park and ride lot at Windward Parkway to become a multi-modal facility.**

MARTA is currently working on a Comprehensive Operations Analysis (COA) and has identified tiers of service, including Arterial Rapid Transit routes in the North Fulton portion of the service area. Furthermore, opportunities may arise through MARTA's TOD program.

5. **When will the bus feeder service routes will available through the COA for review?**

An operations plan will be developed after the completion of the COA that will identify assumptions made through ridership analyses for feeder bus service for each alternative. The COA will be used to provide baseline data. MARTA will provide the agencies with the link to the COA website.

6. **Can GDOT's Managed Lanes plans and MARTA BRT in Managed Lanes alternative be coordinated so that it can be built in more expedited timeframe than 2041?**

MARTA and GDOT are coordinating on the two independent projects.

7. **What does the cost for Bus Rapid Transit (BRT) include?**

BRT costs will be updated during the DEIS. For the BRT in GDOT Managed Lanes alternative, the 2012 GDOT Managed Lanes Feasibility Study will be used for conceptual design and cost assumptions.

8. **MARTA will coordinate with the Atlanta Regional Commission (ARC) on updating the project in the Regional Transportation Plan (RTP). The GDOT GA 400 Collector-Distributor Lanes System project is moving forward in analysis.**

9. **Will ridership forecasts be refined in the DEIS?**

Yes, ridership forecasts, along with costs based on the refined operations plan.

10. **What types of stations would be assumed in the BRT with Managed Lanes alternative?**

The lanes and stations in this alternative would be bidirectional, barrier/buffer separated. The LA Metro Silver Lane is a great example to illustrate the BRT lanes and station types.

11. **Is there potential to phase the Heavy Rail Transit (HRT) alignment.**

The potential for phasing of the HRT alignment will be evaluated in the DEIS and will consider ridership, boardings, etc. as part of the analysis.

12. A Development of Regional Impact (DRI) is currently underway for the southeast quadrant of the intersection of GA 400 and Holcomb Bridge Road in Roswell. The northwest quadrant is also facing redevelopment interest.

MARTA is seeking federal funding through the FTA's Capital Investment Grant Program and will coordinate with jurisdictions on plan updates to support the New Starts land use and economic development criteria by leveraging redevelopment in the area.

13. A suggestion was made to hold another agency meeting to coordinate on new and proposed developments.

14. There is a Colonial pipeline somewhere between Abernathy and Spaulding. GDOT is trying to identify impacts.

15. Has National Park Service been invited to participate?

Yes, and they will be a Cooperating Agency for the project.

16. Concerned about feeder bus routes; would like increased service in communities (i.e., John's Creek).

MARTA is look at additional ways to get service to underserved communities in the corridor.

17. MARTA should minimize acquisition of additional ROW and avoid intruding into established buffers.

### Implications to MARTA

- MARTA should continue to coordinate with GDOT on the Managed Lanes project.
- MARTA should continue to coordinate with developers and municipalities to identify opportunities for public-private partnerships as land becomes less available for proposed station locations.

### Action Items:

- Provide the link to the Preliminary Engineering report when the document is available on the website.
- Provide the agencies with the link to the COA website.
- Hold a follow-up agency meeting to coordinate on new and proposed developments.



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## **Scoping Summary Report**

### **Appendix B-7: Expanded Project Steering Committee (PSC) Scoping Meeting – Meeting Notes**

**June 2015**



**Planning and Technical Services  
RFP P27818  
Task Order No. 2014-LRSRP-5**



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# External Meeting Memo



<b>Meeting Name</b>	GA 400 Transit Initiative Project Steering Committee Scoping Meeting
<b>Date</b>	4/14/2015, 3:30 PM- 5:00 PM
<b>Location</b>	North Fulton Service Center – Community Room
<b>MARTA Staff Attendee/Memo Submitter</b>	Marian Clements, DW & Associates

## Meeting Attendees (if known):

- Roussan Francois, Fulton County
- Jerry Oberholtzer, Forsyth County
- Nick Nicolosi, North Point Mall Management
- David Centofanti, Northridge Community Association
- Kristen Wescott, City of Sandy Springs
- Kristen Winzelor, North Fulton CID
- Ann Hanlon, North Fulton CID
- Chuck Deeb, T.Y. Lin International
- Eric Linton, City of Dunwoody

## MARTA and Consultant Attendees:

- Mark Eatman, MARTA
- Janide Sidifall, MARTA
- Claudia Bilotto, Parsons Brinckerhoff
- Nancy Skinner, Parsons Brinckerhoff
- Andrea Foard, Parsons Brinckerhoff
- Joel Anders, Parsons Brinckerhoff
- Inga Kennedy, PEQ
- Marla Hill, PEQ
- Thelma Hayes, DWA
- Marian Clements, DWA

## Meeting Notes:

The meeting was opened by Don Williams, who welcomed attendees and then gave the PSC members an update on activities and progress on the GA 400 project. Mark Eatman led the group in introductions, shared the objective of the meeting, and gave a presentation on the following:

- Project background and schedule
- Agency coordination
- Project need and purpose
- Alternatives under consideration in the DEIS
- Resources areas to be addressed in the DEIS for each alternative
- Stakeholder and public involvement, and
- Next steps

The following questions and/or comments were raised after the presentation and are summarized with the response from the project team (where warranted):

### **1. What is the cost of the study portion of this project for the next 2 years?**

The cost of the Environmental Impact Statement (EIS) phase of the project is between \$1 – 3 million and is a small piece of this multi-billion dollar project. MARTA has committed to funding this project through engineering and project development.

### **2. What is included in the project engineering estimates?**

Initial engineering estimates include approximately 15% of costs; the next phase identifies 50-60% costs in various phases. Early in the project, efforts are made to

identify as much of the costs as possible, but that does not include detailed engineering such as rail construction and noise abatement, etc. More advanced project estimates include potential impact to wetlands, cemeteries, preliminary station design, parking, detailed forecast, and updating the ridership. Also impacting the engineering estimates will be what we find once we conduct a resource survey, it may cause us to shift the alignment alternatives. This effort is an opportunity to understand what is in the area and where a build is possible then the final engineering and construction costs are determined.

**3. Can the money that MARTA is spending during the DEIS/FEIS be used as the local match?**

Currently the money spent cannot be used as local match, but once the Draft Environmental Impact Statement (DEIS) is complete, the project advances to project development or the Final Environmental Impact Statement (FEIS) and it is at that time the money can be used as a local match. Nevertheless, a more substantial funding source needs to be identified. We have the next 1 year to 18 months to find a funding source.

**4. Is there an agreement with MARTA and State Farm to provide access to station?**

Yes; there is currently an agreement between MARTA and State Farm where State Farm will pay to have an integrated access to station. Similar agreements could be made with other major businesses going forward.

**5. Public outreach efforts are planned with neighboring businesses, such as ADP and AT&T employees to inform and solicit their feedback on the project.**

**6. Early Scoping was not required as a part of this project; however, the fact that Early Scoping was undertaken put this project ahead of the game. As we move forward, we will continue to keep stakeholders, such as yourselves, in the loop and depend on your help to point out any potential land use efforts underway for which we may not be aware.**

**7. What is the status of other projects shown on MARTA's timeline and do they all follow the same federal new starts process?**

Regional projects such as the Atlanta BeltLine and Cobb County BRT are also competing both regionally and nationally for the same source of money so it is important to advance or put the best project forward.

**8. What about other MARTA projects, are they ahead of this project?**

The I-20 Project is furthest along; the environmental work will be completed and is anticipated to request entry into Project Development next year. The Clifton Corridor project is also ahead by 3-4 months and has completed the scoping process.

**9. The impact to the environment is not stated in the project's stated Purpose and Need; should it be?**

Environmental impact is a very important component of this project and is implied within the stated purpose, though your point is well taken. The environmental impact and protection of resources will be addressed as part of the environmental process with a goal to minimize adverse impact.

**10. What is considered complicated resource areas?**

Complicated resource areas are historic areas, air quality, noise and vibration and community impacts; we will be looking into these issues in this project.

**11. Will there be coordination with GDOT and what is that process?**

GDOT is a principal stakeholder involved in the planning process for this project and they will be one of the first agency coordination meetings to take place. We have already been engaged with GDOT. Coordinating with its managed lanes project is vital but if we cannot get the managed lanes and transit projects to work in sync then that alternative could be eliminated. GDOT has not started their environmental phase yet.

**12. There was a longer list for “Purpose and Need” in the prior meeting, what happened?**

The longer list included goals and objectives that were used to weed out alternatives. The project has to address the purpose and need but if you feel something has been left off that should be considered please let us know.

**13. Will you review the community impacts?**

Yes, community impacts will be reviewed and given consideration. We want to minimize the impacts of the project and mitigate those impacts that cannot be avoided.

**14. The transit system needs not only to include elements of security but also resiliency in terms of the need to get from point A to point B in an emergency. For example if there is a need for an emergency evacuation there would be no way to get off of I-20.**

A project in the region may not be able to fix all the things but there could be some other projects that can test the resiliency of a project and we will look at what can provide the resiliency to the project. This also includes looking at the security needed for the project.

**Implications to MARTA**

- MARTA should continue to coordinate with GDOT on the Managed Lanes project.
- MARTA should continue to coordinate with stakeholders to identify land use efforts underway for which MARTA may not be aware.

**Action Items:**

- None.



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## **Scoping Summary Report**

### **Appendix B-8: Local Officials Briefings – Meeting Notes**

**June 2015**



**Planning and Technical Services  
RFP P27818  
Task Order No. 2014-LRSRP-5**



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# External Meeting Memo



Meeting Name	Meeting with Fulton County Commissioner Liz Hausmann
Date	04/30/2015
Location	Fulton County Government Center
MARTA Staff Attendee/Memo Submitter	Mark R. Eatman, PE

## Meeting Attendees (if known):

- Liz Hausmann, Fulton County Commissioner – District 1
- Mark Eatman, MARTA
- Janide Sidifall, MARTA
- Leeshu Kennedy, MARTA
- Chris Pitts, MARTA

## Meeting Notes:

- This meeting's purpose was to brief Commissioner Liz Hausmann and to answer any questions she had regarding Connect 400 – MARTA's GA 400 transit expansion initiative. Below are highlights from our discussion in Question (Hausmann) / Answer (MARTA) format:

### **1. What are you hearing at your Scoping meetings?**

MARTA has been receiving a lot of great feedback. The majority of attendees are supportive of the expansion and would like it implemented. Additionally, there has been strong support for Heavy Rail Transit (HRT) over Bus Rapid Transit (BRT). We've had a few attendees who have expressed concern over costs/funding, safety/crime/security and potential impacts to homes, businesses and the environment.

### **2. Please tell me more about the crossover options. How will you make the decision as to where you crossover?**

The first crossover location would go from the east side over to the west between North Springs station and Spalding Dr. The second crossover location would be north of the Chattahoochee River going from the west side back to the east side. This second cross over location would be determined in our upcoming environmental review.

### **3. Can you implement BRT before rail?**

MARTA could engineer a BRT system to precede an HRT system but the cost versus benefits of phasing technologies is not practical. MARTA would be looking to do either one or the other.

### **4. Can you utilize managed lanes?**

One of the three alternatives that MARTA is considering would utilize Bus Rapid BRT in a future GDOT managed lane corridor. This will be studied in our upcoming environmental review.

### **5. Would BRT have the same stations as heavy rail? I realize they would be different stations but would they have the same access?**

Yes, BRT would have the same general station locations as HRT. The BRT alternative that follows the East-West-East alignment would match the station locations of the

Locally Preferred Alternative (LPA) – the East-West-East HRT alternative. The BRT in CDOT managed lanes alternative would have stations in the median of GA 400 with pedestrian access to parking and other amenities adjacent to GA 400 right-of-way.

**6. If rail is the answer, are you proposing implementing it in phases?**

If rail is chosen as the preferred alternative to advance after the environmental review, then MARTA would most likely construct it in phases. There hasn't been a decision made on how that phasing would occur as it would be a result of the upcoming environmental review process. However, we have been considering implementation up to Holcomb Bridge Rd. first and then onto Windward Parkway second.

**7. Do you have a cost estimate up to Holcomb Bridge Road?**

We haven't estimated the cost for this phasing option yet. That would be part of our upcoming environmental review.

**8. Would this project qualify for New Starts? What about combining the various funding options such as Core Capacity and Small Starts?**

The LPA (HRT, East-West-East alignment) and BRT alternative on the East-West-East alignment would be eligible for a New Starts grant. The BRT in CDOT managed lanes alternative would be eligible for either a Small Starts or Core Capacity grant. If we were to go after both Small Starts and Core Capacity, we would be the first agency to do so but it's something MARTA can consider later in the process.

**9. In order to get the grant, are matching funds required?**

Yes. A New Starts grant will fund up to 50% of the capital costs. The remaining 50% would come from local matching.

**10. How are the three expansion studies ranked?**

In terms of how the projects are advancing through the Federal environmental process – I-20 East is first, Clifton Corridor is second, and GA 400 is third. However, there is no prioritization or ranking between the studies. Whichever project that has the best chance of providing a local match will likely be advanced first.

**11. Why was the GA 400 study delayed? I noticed you went back to the community. It is unfortunate because we are now at the end of the funding stream.**

It is unfortunate about the timing between GA 400 and recent state legislation. However, at the end of Early Scoping – Phase I in Fall 2013 it was clear MARTA needed to conduct additional outreach and a public opinion survey. This was done throughout Spring and Summer 2014 in Early Scoping – Phase II. Upon conclusion of this second phase, the public and MARTA executive management asked us to conduct a preliminary engineering and environmental study. This study was conducted in Fall 2014 and assisted in the identification of our LPA.

**12. Would Roswell and Sandy Springs be examples of potential partners who could provide matching funds for phase I implementation?**

MARTA would certainly wish to work with both municipalities to help identify a financial strategy to advance the project.



**13. What is the cost to build phase I? What would be the matching funds requirement?**

At this time we don't know the cost for building a phase 1 of the project or what phase 1 would entail. This would be determined in our upcoming environmental study. Matching funds (50%) from local sources would still be required if a New Starts grant is pursued.

**14. What is the cost to build I-20? What would be the matching funds requirement?**

The cost for I-20 is roughly the same as GA 400 - \$2.6 Billion. The matching funds then would be 50% of that.

**15. What is the cost to build Clifton? What would be the matching funds requirement? Where would the Clifton line begin and end? Would you have to change trains at Avondale?**

Clifton is considering two alternatives and is undergoing additional engineering analysis. The costs range from \$800 Million to \$1.8 Billion. The local matching fund requirement would be the same as I-20 East and GA 400 – 50%. Clifton would begin at Lindbergh Center station and end at Avondale station. Since light rail transit (LRT) is being considered for Clifton a transfer would occur at both Lindbergh Center station and/or Avondale station.

**16. Have you started your discussions about potential funding partners for the I-20 and Clifton Corridor projects?**

Before advancing into the next stage with the Federal Transit Administration (FTA) – Project Development – MARTA needs to have a financial strategy in place. As a project advances through Project Development that strategy needs to become more concrete. I-20 is in the process of developing a financial strategy since it will request to enter Project Development before Clifton and GA 400. However, preliminary discussions have occurred for both Clifton and GA 400 as to possible local match funding sources (i.e. Community Improvement Districts, municipalities, state government contribution, additional taxes/fees, etc.).

**17. Have you had any discussions with Alpharetta? I didn't see anything on your website indicating you met with them. Is it the Mayor or the entire City Council that opposes the project?**

The last discussion we had with Alpharetta was at the March 2015 North Fulton Mayor's Association meeting. We also briefed the City Council in Fall 2013. During Early Scoping – Phase 1 (Summer 2014) we reached out to Alpharetta numerous times but never received a response. The Mayor and a few councilmembers seem to oppose the expansion but we are actively working with city staff as the project advances and will continue to reach out to elected officials.

**18. What was the level of participation for the survey conducted by Kennesaw State?**

We received over 1,000 responses which is a statistically sound sample size for this type of survey.

**19. In my opinion, from a political stand point, Alpharetta is not there yet. However, since phase I will not go that far north it gives them time.**

If phase I stops at Holcomb Bridge it would allow more time for MARTA and Alpharetta to improve their relationship. MARTA will continue to seek their cooperation and address their concerns.

20. Chairman Eaves, Commissioner Garner and I met recently with both GA Senators and the entire Congressional Delegation except Loudermilk. We informed them of our support and the increasing level of support for MARTA's GA 400 expansion project. They were surprised and delighted to hear this information.

This is great information to receive and if MARTA can do anything to provide any additional information, please let us know.

### Implications to MARTA

- Commissioner Hausmann supports the Connect 400 initiative. As a key stakeholder and representative on the Fulton County Board of Commissioners, MARTA should continue to work with Commissioner Hausmann as the project progresses in order to reduce any misinformation about the project and further existing relationships with elected officials.

### Action Items:

- None at this time.

# External Meeting Memo



<b>Meeting Name</b>	Meeting with Fulton County Chairman John Eaves
<b>Date</b>	5/4/2015
<b>Location</b>	Fulton County Government Center
<b>MARTA Staff Attendee/Memo Submitter</b>	Mark R. Eatman, PE

## Meeting Attendees (if known):

- John Eaves, Chairman - Fulton County Board of Commissioners
- Mark Eatman, MARTA
- Janide Sidifall, MARTA
- Leeshu Kennedy, MARTA
- Darryl Carver, Office of Chairman John Eaves

## Meeting Notes:

- This meeting's purpose was to brief Chairman John Eaves and to answer any questions he had regarding Connect 400 – MARTA's GA 400 transit expansion initiative. Below are highlights from our discussion in Question (Eaves) / Answer (MARTA) format:

### **21. How many people participated in the recent Scoping meetings?**

Mr. Eatman noted that turn out had been great at the meetings with average number of attendees between 40 and 60 people. Ms. Sidifall noted that the project team had been receiving numerous responses via email and an online survey. Mr. Eatman noted that at the time of this meeting, there were over 500 comment forms submitted via an electronic survey.

### **22. What criticisms have you received? Has cost been one of them?**

Ms. Sidifall and Mr. Eatman mentioned that the some criticisms from the public were related to costs, lack of existing service (bus), crime/security and adverse effects to property values and economic development.

### **23. What county is another 15 miles beyond Windward Parkway?**

Mr. Eatman noted that this was Forsyth County.

### **24. When do you expect the environmental process to end? What is next?**

Mr. Eatman said the environmental process is anticipated to end in Spring 2017. He also said that upon completion of the environmental phase MARTA would then look to completing engineering/design (2-3 years), construction (2-3 years) and eventually open the project for operation in the mid 2020's. Ms. Sidifall added that this assumed MARTA entered Project Development with the Federal Transit Administration and secured funding for the project.

**25. What do you need from the political leadership? Do you need our sanctions or should we get out of the way?**

Ms. Sidifall discussed how over the next year, funding would be a crucial component that needed resolution. This discussion will require decisions from elected officials at the municipal and county level within both Fulton and DeKalb County. She also stated that MARTA needs participation from elected officials in developing a financial strategy for MARTA's expansion projects.

**26. Is the local match a ½ penny?**

Mr. Eatman said that this project would pursue a New Starts funding grant with the US Department of Transportation, which could fund up to 50% of the capital costs. This grant also requires a 50% or more local match. Ms. Sidifall noted that the local match for this project would have to come from other local sources since the existing MARTA penny could not pay for any future expansion. She also noted that MARTA is actively looking into different ways to deliver these projects through innovative financing and different local funding sources.

**27. How many miles are between North Springs and Windward Parkway?**

Mr. Eatman said that it is a distance of approximately 12 miles.

**28. Are most people excited about heavy rail?**

Mr. Eatman said that in recent and previous survey's heavy rail was preferred from the public's perspective. He noted that in recent Scoping comments approximately 80% of people prefer heavy rail versus 20% preferring Bus Rapid Transit (BRT). He also noted that in a previous survey conducted in 2014 by Kennesaw State University that 75% of survey respondents preferred heavy rail. Ms. Sidifall noted that people tend to prefer heavy rail because it's faster, people are used to it and that it wouldn't require a transfer at North Springs station.

**29. Would the transfer to another mode be cumbersome?**

Ms. Sidifall noted that ridership projections drop between heavy rail and BRT – demonstrating that heavy rail is more attractive. Mr. Eatman noted that if BRT was constructed that MARTA would endeavor to make the transfer process as seamless as possible.

**30. Would light rail be a good alternative? What was the most popular option between the transportation options?**

Ms. Sidifall said that light rail was the least performing alternative going back to 2011 when the study began. She noted that light rail was the most expensive transit technology and would still require a transfer at North Springs station. Mr. Eatman noted that the extra expense between light rail and heavy rail was due to the need for a new vehicle maintenance yard and the need to procure new vehicles. Ms. Sidifall noted that heavy rail has been the most popular transit technology option.

**31. The Transportation Bill (HB 170) provides us with the option to tax in 2016. We could possibly include MARTA on our project list.**

Ms. Sidifall said that this would be an option that MARTA could explore and that MARTA leadership would need to have discussions with both Fulton and DeKalb counties.

**32. Please share with Keith we need to find a way to communicate to residents in South Fulton the benefit of investing in expanding up GA 400?**

Ms. Sidifall mentioned that one way MARTA could demonstrate this benefit is through a recent economic analysis performed in conjunction with the Atlanta Regional Commission. She mentioned that the study demonstrated the economic benefits of not only constructing this project but also Clifton Corridor, I-20 East and all three projects comprehensively. Mr. Eatman noted that projections in jobs, Gross Domestic Product and other key regional economic metrics were positive.

**33. Do you need Alpharetta?**

Ms. Sidifall mentioned that MARTA needs the support of Alpharetta to extend up to Windward Parkway. She also noted that MARTA has been working with Alpharetta throughout the process but the mayor and a few council members have reservations about the project. She also said that MARTA would most likely construct this process in phases and that the phasing could be done in such a way that MARTA would allow Alpharetta more time to be comfortable with a MARTA expansion. Mr. Eatman stated that this could be done by potentially constructing the first phase up to Holcomb Bridge Rd. – involving only Sandy Springs and Roswell, with the second phase extending up to Windward Parkway.

**34. Is there more than one station in Alpharetta?**

Mr. Eatman noted that there were actually three potential stations identified in Alpharetta – North Point Mall/Encore Parkway, Old Milton Parkway and Windward Parkway.

**35. Have you reached out to the North Fulton Mayors Association (NFMA)?**

Mr. Eatman said that MARTA recently presented to the NFMA at their March meeting.

**Implications to MARTA**

- Chairman Eaves supports the Connect 400 initiative. As a key stakeholder and representative on the Fulton County Board of Commissioners, MARTA should continue to work with Chairman Eaves as the project progresses in order to reduce any misinformation about the project and further existing relationships with elected officials.

**Action Items:**

- None at this time.

# External Meeting Memo



<b>Meeting Name</b>	Meeting with Fulton County Commissioner Bob Ellis
<b>Date</b>	5/18/2015
<b>Location</b>	Fulton County Government Center
<b>MARTA Staff Attendee/Memo Submitter</b>	Mark R. Eatman, PE

## Meeting Attendees (if known):

- Bob Ellis, Fulton County Commissioner, District 2
- Fred Hoffman, Director of Staff & Administration, Office of Commissioner Bob Ellis, District 2
- Mark Eatman, MARTA
- Leeshu Kennedy, MARTA
- Chris Pitts, MARTA

## Meeting Notes:

- This meeting's purpose was to brief Commissioner Bob Ellis and to answer any questions he had regarding Connect 400 – MARTA's GA 400 transit expansion initiative. Below are highlights from the discussion in Question (Ellis unless otherwise noted) / Answer (MARTA) format:

### **1. What phase are we currently in with the study?**

Mark Eatman said that MARTA had currently finished a Scoping phase where MARTA held multiple public meetings, coordinated with local, state and federal agencies, and received feedback from all stakeholders. He said that this Scoping period would be summarized in a document by June 2015. He also said that starting this summer MARTA and its project team will begin developing a draft environmental document which would be completed in Spring/Summer 2016.

### **2. Are there two or three potential scenarios?**

Mr. Eatman noted that there were three alternatives that MARTA would be considering – Heavy Rail Transit (HRT) following an East-West-East alignment, Bus Rapid Transit (BRT) following an East-West-East alignment and BRT operating in a future GDOT managed lane corridor.

### **3. What is the process to assess the options?**

Mr. Eatman said that the three alternatives would be analyzed within the previously mentioned draft environmental document. He said that once the draft is completed MARTA would hold public hearings and conduct additional outreach with the public, agencies and all relevant stakeholders. After this public outreach period MARTA will finalize the environmental document and obtain a Record of Decision (ROD) from the Federal Transit Administration (FTA) – concluding the federal environmental process.



**4. If you move forward with rail, where would it cross the river?**

Mr. Eatman showed Commissioner Ellis a map of the HRT Locally Preferred Alternative (LPA) in his copy of the Connect 400 Scoping booklet. He also said that if the LPA were constructed as shown, a new bridge would be needed on the west side of GA 400 to cross the Chattahoochee River.

**5. Would the various station points be built at once or in phases?**

Mr. Eatman said that the five potential stations could be constructed in phases if MARTA decided to phase the implementation of the entire project. He also noted that the potential for phasing would be explored in the draft environmental analysis over the next year.

**6. Were there two options for heavy rail? (Fred Hoffman)**

Mr. Eatman said that currently there is only one option for HRT but noted that in previous studies MARTA had considered Light Rail Transit (LRT) and other alignments alternatives for HRT. He noted that documentation from these studies is available on the projects website.

**7. Who is doing your environmental impact study? (Fred Hoffman)**

Mr. Eatman said that MARTA has contracted a Parsons Brinckerhoff lead consulting team to carry the project through the environmental phase.

**8. Tell me about the BRT concept?**

Mr. Eatman described how BRT was different from traditional bus service in that it utilized raised platform for access, payment of fares in advance, had stations instead of bus stops/shelters and typically utilized a longer bus (articulated buses) which carry more passengers. Mr. Eatman also discussed the two BRT alternatives being advanced through the environmental process, noting that one utilized its own set of dedicated lanes (thus not be hindered by traffic) and that the other would use a future GDOT managed lane corridor (similar to the managed lanes on I-85 in Gwinnett County).

**9. Could the larger buses run on the right side shoulder lanes?**

Mr. Eatman said that the larger buses would be able to use the shoulder (right-side) lanes since they would be nearly the same width as the buses using them today.

**10. Do you have preliminary prices for each alternative?**

Mr. Eatman noted that at this stage in the planning process that the prices for the three alternatives are:

- East-West-East HRT: \$2.2 to \$2.4 Billion
- East-West-East BRT: \$900 Million to \$1.0 Billion
- GDOT Managed Lanes BRT: \$500 Million

He also noted that these prices represent a snapshot of where MARTA is in the planning process and will change with further study and more detailed information.

**11. What is your timeframe for completion?**

Mr. Eatman said that after completing the environmental process (~2 years from now), MARTA will be in the Project Development stage where engineering and design work would need to be completed (an additional 2 – 3 years). Once the engineering/design work is finished the project would move into construction (an additional 2 – 3 years) before it could begin operations. Mr. Eatman said this process would take about a decade, with operations beginning in the mid 2020's, but that this schedule was contingent upon funding.

- 12. I'm concerned that 2025 is 5 to 10 years too late. What are we doing in the interim? If it arrives too late, will it have missed its utility? The people completing the surveys are thinking the project will be implemented much sooner than what you are projecting.**

Mr. Eatman said that throughout all public involvement MARTA has been clear that this project will take a decade to be completed but that the agency is sensitive to the mobility concerns and needs within the study area. He also noted that between now and the mid 2020's MARTA would look at bolstering existing bus service in northern Fulton County and along the GA 400 corridor. He also noted that with significant employment growth expected in the study area MARTA's expansion would be one piece of the puzzle towards easing congesting and improving mobility.

- 13. The other dynamic is Johns Creek wants to turn the city into a technology hub like Sandy Springs. They are already congested as it is.**

Mr. Eatman acknowledged that Johns Creek wouldn't be directly affected by this expansion in the same way as Roswell, Sandy Springs and Alpharetta but that Johns Creek is an active participant in the study. He also noted that MARTA would like to improve east-west connectivity to the proposed extension in the future which could possibly provide increased transit mobility to and from Johns Creek.

- 14. Can BRT be implemented faster?**

Mr. Eatman noted that BRT could most likely be implemented a little faster than HRT since the amount of impact is typically less than rail and that it was less expensive.

- 15. Is the Northridge Station becoming less and less viable?**

Mr. Eatman said that actually the opposite has happened. He noted that in the early stages of the planning process there wasn't much community support for the station, especially if an east side alignment was chosen. However, since the LPA puts the alignment on the west side of GA 400 the community is in favor of a station at Northridge Rd. The City of Sandy Springs also has identified areas on the west side of GA 400 near the Northridge interchange for redevelopment and feels that at future MARTA station could aid in this area's transformation.

- 16. Have you looked at other comparable cities to see how transit expansion has worked?**

Mr. Eatman mentioned that MARTA does compare itself to other city's progress. He noted that MARTA participates in the Multi-Agency Exchange (MAX) program where other agencies (i.e. Dallas, LA Metro, Denver, etc.) host/share employees for a week to learn from each other's agencies.

### Implications to MARTA



## External Meeting Memo



- Commissioner Ellis supports the Connect 400 initiative. As a key stakeholder and representative on the Fulton County Board of Commissioners, MARTA should continue to work with Commissioner Ellis as the project progresses in order to reduce any misinformation about the project and further existing relationships with elected officials.

### Action Items:

- After the meeting Mr. Hoffman had some questions for MARTA Service Planning. Mr. Eatman said he would follow up with MARTA Service Planning so they could address his concerns.



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