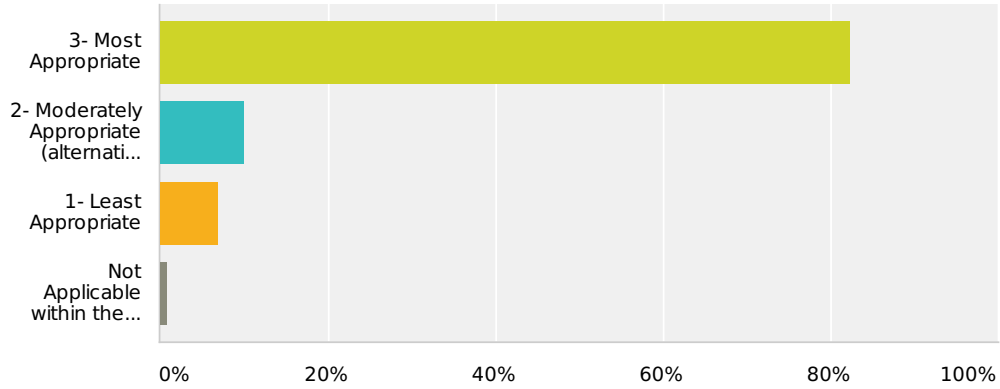


Q1 Please rate the alignment of Alternative 1A on a scale of 1 to 3, with 1 being the “least appropriate” and 3 “most appropriate” within the corridor.

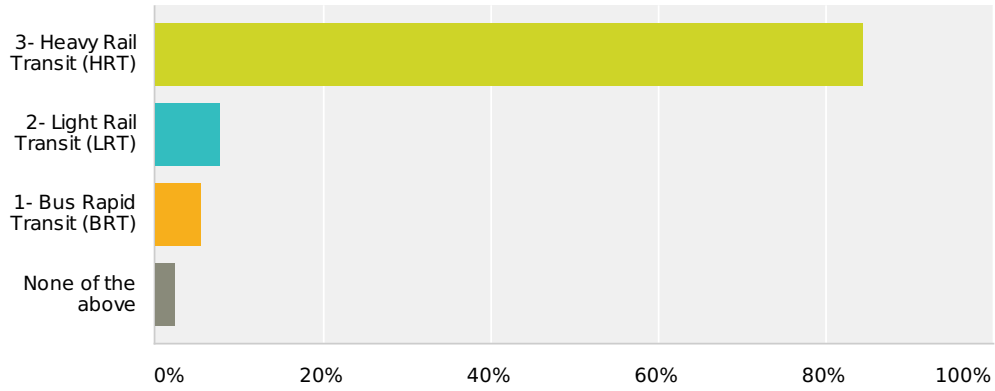
Answered: 130 Skipped: 6



Answer Choices	Responses
3- Most Appropriate	82.31% 107
2- Moderately Appropriate (alternative should be refined)	10% 13
1- Least Appropriate	6.92% 9
Not Applicable within the Corridor	0.77% 1
Total	130

Q2 Which transit technology is most appropriate for Alternative 1A?

Answered: 129 Skipped: 7



Answer Choices	Responses
3- Heavy Rail Transit (HRT)	84.50% 109
2- Light Rail Transit (LRT)	7.75% 10
1- Bus Rapid Transit (BRT)	5.43% 7
None of the above	2.33% 3
Total	129

Q3 Are there any potential access points that should be eliminated?

Answered: 29 Skipped: 107

#	Responses	Date
1	Pitts Pitts	1/15/2013 3:03 PM
2	This would need to be modelled to determine the balance between patronage at each stop, and on the other hand overall trip time from outer stations to downtown or other destinations. Unless of course MARTA were to introduce fast trains not stopping everywhere.	1/15/2013 9:22 AM
3	None No.	1/14/2013 11:52 AM
4	Pitts Pitts	1/11/2013 10:55 PM
5	Old Milton Windward Old Milton and Windward	1/11/2013 7:16 AM
6	Pitts Mansell Old Milton Eliminate Pitts, Mansell and Old Milton. Unnecessary. Save our money!	1/11/2013 6:52 AM
7	Pitts Maybe Pitts?	1/11/2013 5:45 AM
8	Mansell North Point Northpoint Mall or Mansell. I would think the most logical location is the park and ride at Mansell from a cost standpoint.	1/10/2013 7:28 PM
9	Holcomb Bridge Holcomb Bridge cuz it is already too congested.	1/10/2013 7:57 AM
10	Mansell Mansell due to its proximity to North Point	1/10/2013 7:52 AM
11	Pitts Pitts?	1/10/2013 7:24 AM
12	North Point Old Milton The access points between Mansell Road and Windward Parkway seem excessive. All of these locations are easy to get to and within minutes of each other. I think the Mansell Road location could be eliminated with the location of Northpoint Mall. Old Milton Parkway, and Windward parkway. I would have suggest Old Milton as well but understand that Gwinnett College is building a campus on the south side of Milton and significant retail on the north.	1/10/2013 6:24 AM
13	None No	1/6/2013 1:19 PM
14	None None	1/3/2013 12:05 PM
15	Pitts Pitts	12/26/2012 1:37 PM
16	None No	12/25/2012 12:48 AM
17	Pitts Pitts	12/24/2012 6:53 PM
18	None While not all seem immediately useful, I am sure they will be very useful in the future; might as well plan for it now and be proactive rather than reactive.	12/20/2012 1:25 PM
19	Holcomb Bridge Roswell is diligently trying to clean up the area. The proposed stop at Holcomb Bridge would be right in the middle of a failing shopping area. The only thing this access point would facilitate is selling of that land at extremely reduced rates in order for the current land owner to step away. The lower prices for the land and need for improvement will most likely allow for the development of low housing and more apartments. We do not need this in Roswell.	12/18/2012 6:35 AM
20	None no	12/18/2012 6:09 AM
21	Mansell Drop Mansell, go from Holcomb Bridge to Encore Parkway	12/18/2012 4:45 AM
22	Pitts Pitts Station	12/17/2012 6:51 AM
23	Pitts Pitts should be dropped	12/12/2012 9:57 PM
24	Pitts Instead of Pitts consider Northridge	12/12/2012 7:06 PM
25	Pitts Pitts	12/12/2012 4:26 PM
26	Pitts Pitts. Can just head right down to North Springs on Peachtree-Dunwoody. Skip Pitts & leave some future access points & leave to be able to add that station in the future should demand warrant.	12/12/2012 3:59 PM
27	None none	12/12/2012 3:34 PM
28	None No	12/12/2012 1:29 PM

Connect 400 Alternatives

#	Responses	Date
29	None None	12/11/2012 5:35 PM

Q4 Are there any potential access points that should be included?

Answered: 35 Skipped: 101

#	Responses	Date
1	None Nope	1/15/2013 3:03 PM
2	None No	1/15/2013 9:22 AM
3	Northridge Northridge Road.	1/14/2013 11:52 AM
4	Northridge Northridge	1/11/2013 10:55 PM
5	None No	1/11/2013 7:16 AM
6	Northridge Northridge instead of Pitts.	1/11/2013 5:45 AM
7	None None. Main purpose should be to alleviate congestion along 400 corridor into the Perimeter area, Buckhead, Midtown, Downtown and the Airport. I don't see the need for the light rail and other bus options. Don't move enough people and side streets must be updated first.	1/10/2013 7:28 PM
8	North Point Mall	1/10/2013 7:57 AM
9	Northridge Northridge Road	1/10/2013 7:24 AM
10	None No. The point of the rail is to provide consistent service that out performs trip times for the automobile. I work downtown and the more stops means more delays. The only way I would consider riding this is if trip times are consistent, reliable, and improve my commute.	1/10/2013 6:24 AM
11	None No	1/6/2013 1:19 PM
12	Northridge Northridge station	1/6/2013 12:58 PM
13	Northridge Northridge	1/4/2013 8:42 AM
14	Outside of Area Continue the line north to Cumming.	1/3/2013 8:31 PM
15	None None	1/3/2013 12:05 PM
16	Northridge Northridge Road	12/26/2012 1:37 PM
17	Yes	12/25/2012 12:48 AM
18	Northridge Closer to Northridge Rd	12/24/2012 6:53 PM
19	Northridge I think personally that the Pitts access point should be replaced with an access point at Northridge Road as there is more current development and opportunity for development in the Northridge/400 area.	12/23/2012 12:05 PM
20	Outside of Area Extend HRT to Exit 12, if not the heavy rail, at least a bus that shuttles from 12 to the station at 11 at the bare minimum.	12/20/2012 1:25 PM
21	Outside of Area An access point in Johns Creek will be beneficial.	12/19/2012 4:16 PM
22	Northridge Northridge	12/19/2012 5:38 AM
23	None no	12/18/2012 6:09 AM
24	Northridge Northridge Station	12/17/2012 6:51 AM
25	McGinnis Ferry I would love to see the line extended to the County Line at McGinnis Ferry or McFarland Parkway	12/13/2012 3:18 PM
26	Northridge Northridge road would help to increase transit access to other areas and decrease burden of traffic usage at Holcomb Bridge/Pitts station.	12/13/2012 10:30 AM
27	Northridge Consider a Northridge + Highway 9 access point OR a Morgan Falls access point instead of a Pitts station— Pitts road is out of the way. In Alpharetta, a downtown alpharetta station is possible because there are abandoned industrial lots— please pass this map along: http://goo.gl/maps/MwSyE	12/12/2012 9:57 PM
28	Holcomb Bridge Station should be designed to link with Riverwalk Trail	12/12/2012 6:13 PM
29	Northridge Northridge Road	12/12/2012 4:26 PM

Connect 400 Alternatives

#	Responses	Date
30	Northridge Northridge. Will pick up a large population south of the Chattahoochee from the Roswell Rd / Hwy 9 Corridor. The river is a significant chokepoint for surface transportation on Hwy 9. Providing a station on both sides will greatly ease this.	12/12/2012 3:59 PM
31	Outside of Area An access point in Johns Creek will be beneficial.	12/12/2012 3:34 PM
32	Northridge Northridge Road	12/12/2012 1:56 PM
33	None No	12/12/2012 1:29 PM
34	Haynes Bridge Haynes Bridge Road	12/12/2012 12:12 PM
35	None None	12/11/2012 5:35 PM

Q5 Other suggestions?

Answered: 37 Skipped: 99

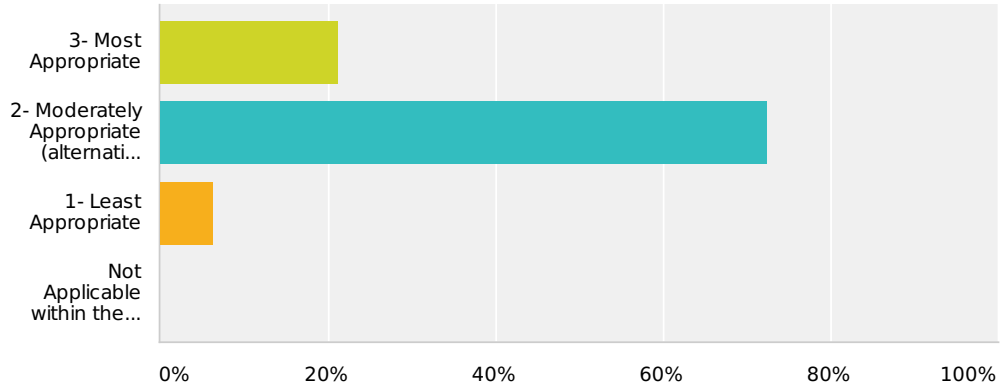
#	Responses	Date
1	HRT-yes Please consider HRT. this would reduce lots of traffic on GA 400. Any other alternative is like wasting money as it cannot help to reduce the traffic.	1/15/2013 3:03 PM
2	TOD/Development Maximise station trading to reduce tax support. Maximise Park and ride to get people to use the train for commuting.	1/15/2013 9:22 AM
3	HRT-yes BRT is not going to bring the ridership that rail will. Please consider using rail to extend the line.	1/14/2013 11:41 AM
4	Question #2 makes no reference to timeframe. My answer is applicable if the inference is "for the next ten yrs"	1/11/2013 7:06 AM
5	Marta has a serious identity crisis and is routinely used out of need than convenience. While I have never experienced a safety issue with Marta, security is inadequate. Marta fails to remotely compare to any major rail system in the world, including many cities within the United States. They must convince daily riders to ditch their cars and the commute and become part of a move towards public transportation. Unfortunately, the stereotype of Marta is not positive unless it is a necessity. The Breeze card is not effective, charge routes by the distance travelled. Assuming this is built and I live in Alpharetta and want to head towards Perimeter Mall, the trip should cost less, but are severely undercharging for trips downtown and to the airport. Take a look at the Metro in DC...very efficient and priced accordingly. Must also convince north Fulton residents this will not increase crime, an issue I recall has been present in the past.	1/10/2013 7:28 PM
6	Bus- No People are not comfortable riding buses especially in this area. They also will not want to ride a bus to then get on a train.	1/10/2013 5:10 PM
7	TOD/Development What does Mansell Road get you other than the park-and-ride? There is not much dense activity there.	1/10/2013 7:24 AM
8	I would like to see MARTA build the line as originally planned but build one or two stations that provide the greatest success and net benefit to the commuter. Build the line planning for future interim stations. Build Windward, Old Milton, and Pitts first.	1/10/2013 6:24 AM
9	HRT-yes I think a spine heavy rail extension of MARTA would be acceptable, but what I'd really like to ultimately use is a light-rail circle route meeting the heavy rail at Windward, heading east to the Roswell neighborhoods and the river, then south to Holcomb Bridge, then west to downtown Roswell, then to Verizon, then to North Fulton Hospital, to the city of Alpharetta, then circling back to windward.	1/8/2013 10:07 AM
10	HRT-yes A heavy rail extension is the only viable option for this corridor. Forcing riders to change trains will greatly decrease the effectiveness of any MARTA extension.	1/6/2013 1:19 PM
11	Feeder Routes/Expansion 1A should go to Cumming.	1/3/2013 12:05 PM
12	HRT-yes Desperately need rail up to Winward. This is overdue and much-needed.	12/28/2012 4:51 AM
13	Feeder Routes/Expansion It loop along into Gwinnet I feel this is the best option to solve griglock traffic.	12/25/2012 12:48 AM
14	TOD/Development The one issue with highway-routed transit is that there is less opportunity for Transit Oriented Development. Therefore I would keep the transit line off to the side of 400 as much as possible, but with effective links to the highway facilitating drivers from north of Windward to park and ride.	12/23/2012 12:05 PM
15	Feeder Routes/Expansion If this could be extended even further in the future, to the north side of Cumming around 369 with stops at exits 13, 14, 15, 16, 17, and at 369, I believe traffic would be reduced considerably on 400 and businesses would be able to get more customers and large companies in the Sandy Springs - Dunwoody area would also be able to attract more employees; making the Atlanta Metro area a more profitable and productive region of the state.	12/20/2012 1:25 PM
16	Bus- Yes Rail is very expensive. Bus service is a much better alternative.	12/20/2012 9:37 AM
17	Perimeter District (Sandy Springs stn) is one heavy work centers in metro Atlanta and several tens of thousands of people commute to that area from North Fulton cities and they do not have proper public transit.	12/19/2012 12:43 PM
18	Prioritize commuters and people taking MARTA to the airport, as they are the most likely users in this area. Talk with GDOT about cost-effective ways to make park and ride use as efficient as possible. Offer an overnight lot so using the new line to access the airport works well.	12/19/2012 10:44 AM
19	TOD/Development Look for potential redevelopment/infill sites that may not have office or residential now, but could be redeveloped to be TOD and serve as an access point away from major interchanges.	12/19/2012 5:38 AM
20	Feeder Routes/Expansion Feeder bus routes are needed to connect to the new stations.	12/18/2012 6:21 AM

Connect 400 Alternatives

#	Responses	Date
21	HRT-yes LRT and BRT should also be eliminated to prevent multiple transfers. That would make it more attractive for potential riders.	12/17/2012 6:51 AM
22	HRT-yes Please use heavy rail!	12/15/2012 10:24 PM
23	HRT-yes Heavy rail is the most appropriate for this corridor even if it is costlier and time consuming. We are waiting for this too long now.	12/15/2012 3:37 PM
24	HRT-yes We waited for this Heavy Rail too long now. Please get it done at least now	12/14/2012 5:09 PM
25	HRT-yes If this line is to stick completely to GA400 right-of-way, then HRT should be the primary option.	12/14/2012 8:36 AM
26	HRT-yes Bus routes are complicated and difficult to understand. Rail routes are much easier to know where to get on and where to get off. I believe rail should be expanded over bus. I also think a route up highway 75 would be useful.	12/13/2012 9:51 PM
27	Feeder Routes/Expansion I would love to see the line extended to the County Line at McGinnis Ferry or McFarland Parkway	12/13/2012 3:18 PM
28	HRT-yes This is the best alternative and it MUST be heavy rail.	12/13/2012 8:54 AM
29	I have compiled a lot of ideas in the map located here: http://goo.gl/maps/lfdiC	12/12/2012 9:57 PM
30	HRT-yes Please use HRT	12/12/2012 6:13 PM
31	HRT-yes I Extend existing HRT	12/12/2012 5:22 PM
32	TOD/Development There are more potential destinations around Northridge Road than around Pitts road as well as being closer to higher-density developments (apartments).	12/12/2012 4:26 PM
33	HRT-yes HRT will be the most appropriate.	12/12/2012 3:34 PM
34	PLEASE DO THIS ONE!!! I'VE SEEN THEM ALL!!! THIS IS THE BEST!!! I would rename Pitts, Spalding Station.	12/12/2012 1:56 PM
35	HRT-yes Extend existing HRT to ensure maximum riders and speed.	12/12/2012 1:29 PM
36	Feeder Routes/Expansion Exit 13- Forsyth County....LANIER TECH.PLEASE	12/12/2012 11:25 AM
37	HRT-yes HRT will be the best option for MARTA and the public. The return to MARTA will be maximum in the HRT option.	12/11/2012 5:35 PM

Q6 Please rate the alignment of Alternative 1B on a scale of 1 to 3, with 1 being the “least appropriate” and 3 “most appropriate” within the corridor.

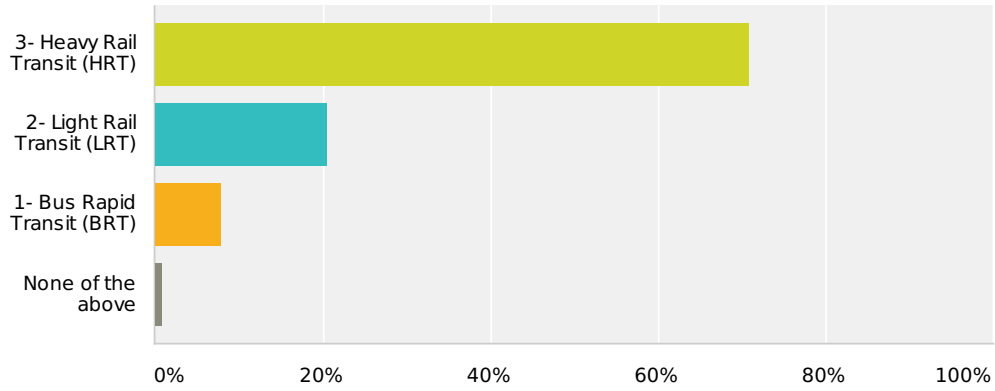
Answered: 127 Skipped: 9



Answer Choices	Responses
3- Most Appropriate	21.26% 27
2- Moderately Appropriate (alternative should be refined)	72.44% 92
1- Least Appropriate	6.30% 8
Not Applicable within the Corridor	0% 0
Total	127

Q7 Which transit technology is most appropriate for Alternative 1B?

Answered: 127 Skipped: 9



Answer Choices	Responses
3- Heavy Rail Transit (HRT)	70.87% 90
2- Light Rail Transit (LRT)	20.47% 26
1- Bus Rapid Transit (BRT)	7.87% 10
None of the above	0.79% 1
Total	127

Q8 Are there any potential access points that should be eliminated?

Answered: 16 Skipped: 120

#	Responses	Date
1	Mansell Pitts Old Milton Eliminate Pitts, Mansell, Old Milton - Save our money.	1/11/2013 6:53 AM
2	Pitts Pitts	1/11/2013 5:46 AM
3	None Not if it is light rail, I would assume more stops the better since it seems more localized.	1/10/2013 7:31 PM
4	Pitts Pitts?	1/10/2013 7:25 AM
5	Mansell Same comment as previously stated.	1/10/2013 6:32 AM
6	None No.	1/6/2013 1:21 PM
7	None n/a	1/3/2013 12:06 PM
8	None No	12/25/2012 12:50 AM
9	Holcomb Bridge Road same comments as associated with option 1A	12/18/2012 6:36 AM
10	None no	12/18/2012 6:11 AM
11	North Point North Point	12/15/2012 9:52 AM
12	Pitts See comments on 1A.	12/12/2012 10:00 PM
13	Pitts Pitts. Transit riders can just head right down to North Springs on Peachtree-Dunwoody. Skip Pitts & leave some future access points & leave to be able to add that station in the future should demand warrant.	12/12/2012 4:08 PM
14	None none	12/12/2012 3:34 PM
15	None No	12/12/2012 1:32 PM
16	None None	12/11/2012 5:35 PM

Q9 Are there any potential access points that should be included?

Answered: 22 Skipped: 114

#	Responses	Date
1	Outside The new Gwinnett Tech site -	1/11/2013 8:07 AM
2	Northridge Northridge	1/11/2013 5:46 AM
3	None Not sure?	1/10/2013 7:31 PM
4	Northridge Northridge Road	1/10/2013 7:25 AM
5	None No.	1/10/2013 6:32 AM
6	None No.	1/6/2013 1:21 PM
7	Northridge Northridge	1/6/2013 12:59 PM
8	None n/a	1/3/2013 12:06 PM
9	Yes	12/25/2012 12:50 AM
10	Using a light rail technology, additional access points should be located along the North Point Parkway alignment to facilitate a walkable redevelopment of the North Point area.	12/23/2012 12:29 PM
11	Outside An access point in Johns Creek will be beneficial.	12/19/2012 4:16 PM
12	Northridge Northridge and Northpoint Mall	12/19/2012 5:39 AM
13	None no	12/18/2012 6:11 AM
14	Outside Crossville and Crabapple	12/15/2012 9:52 AM
15	McGinnis I would love to see the line extended to the County Line at McGinnis Ferry or McFarland Parkway	12/13/2012 3:19 PM
16	Northridge See comments on 1A.	12/12/2012 10:00 PM
17	Holcomb Bridge Station should be designed to link with Riverwalk Trail	12/12/2012 6:13 PM
18	Northridge Depart from GDOT ROW and have stops near the intersection of Northridge & Hwy 9. Can consider the old & nearly abandoned "North River Village Shopping Center" on Roswell Rd north of Dunwoody Place. This will pick up a large population south of the Chattahoochee from the Roswell Rd / Hwy 9 Corridor. The river is a significant chokepoint for surface transportation on Hwy 9. Providing a station on both sides will greatly ease this. If not departing GDOT ROW, have a station at Northridge.	12/12/2012 4:08 PM
19	Outside An access point in Johns Creek will be beneficial.	12/12/2012 3:34 PM
20	Northridge Northridge Road	12/12/2012 1:57 PM
21	None No	12/12/2012 1:32 PM
22	None None	12/11/2012 5:35 PM

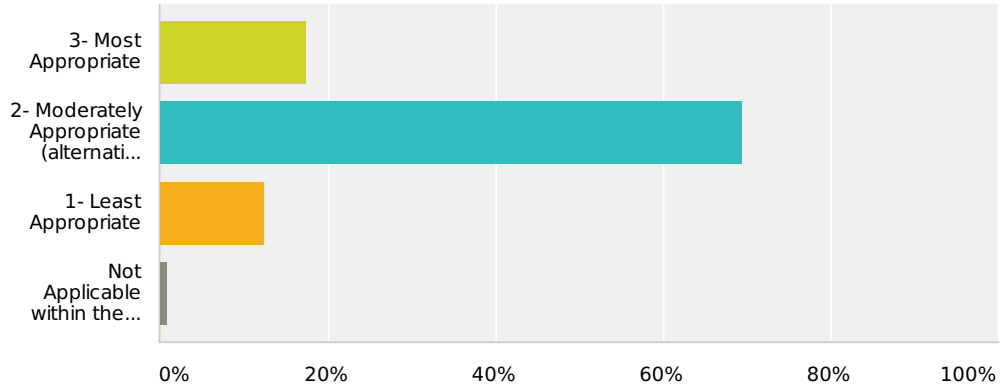
Q10 Other suggestions?

Answered: 23 Skipped: 113

#	Responses	Date
1	HRT yes LRT is OK, but like BRT, it is frustrating to have to change modes of transit more than once. Heavy Rail extensions allow those who work downtown or Buckhead (and of course at Perimeter) to get to their destination the fastest.	1/14/2013 11:43 AM
2	LRT Why light rail? Does this handle the 400 congestion headed south during the week? We would have to switch trains at North Springs? That would be OK if Marta had the train arrivals synced...	1/10/2013 7:31 PM
3	This one foregoes the Mall and amphitheatre for purported connectivity along North Point Parkway. I think A is better	1/10/2013 7:25 AM
4	LRT What is the benefit of running this along Northpoint Parkway? To service more of the retail and office buildings along Northpoint? Mall side or Big Creek? More information would have been helpful to consider the alternative. If you are going to run this in the front of the house rather than the rear of the house, then I would prefer to see a LRT. I think this will be disruptive to shopping traffic and will not be as efficient for the work commuters headed to the City. Commuters to Alpharetta would certainly benefit but but one stop to service all of those businesses will require shuttle. Much like the one that runs at the perimeter. Is there consideration for express trains in these alternatives?	1/10/2013 6:32 AM
5	HRT yes I'm not sure why moving off of the existing GA400 right of way is needed since stations could be placed on the other side of the mall. HRT is the only viable solution to any extension.	1/6/2013 1:21 PM
6	None n/a	1/3/2013 12:06 PM
7	Bus- No Rail or Lite rail.. but not bus.	12/28/2012 4:51 AM
8	LRT Light rail trolley	12/25/2012 12:50 AM
9	LRT The section of the alignment from North Springs to Mansell Road is ideally suited to heavy rail, but the section from Mansell to Windward is ideal for light rail. Therefore, employ light rail over the whole alignment, but design the southern end more like a heavy rail alignment with widely spaced stations, and the northern end more as a light rail alignment with closely spaced stations near the denser areas around North Point Mall.	12/23/2012 12:29 PM
10	Perimeter District (Sandy Springs stn) is one heavy work centers in metro Atlanta and several tens of thousands of people commute to that area from North Fulton cities and they do not have proper public transit.	12/19/2012 12:45 PM
11	I can't tell what the difference really is between plan A and B. I also don't know what LRT stands for...so it's hard to judge how appropriate it is.	12/13/2012 9:54 PM
12	I would love to see the line extended to the County Line at McGinnis Ferry or McFarland Parkway	12/13/2012 3:19 PM
13	HRT yes LRT Heavy or light rail should be the predominant mechanism of transportation as bus usage would be dependent on traffic conditions.	12/13/2012 10:31 AM
14	See comments on 1A.	12/12/2012 10:00 PM
15	HRT yes Please use HRT	12/12/2012 6:13 PM
16	HRT yes Extend existing HRT	12/12/2012 5:23 PM
17	Last Mile Concerns Pedestrian access to and from Northpoint Mall needs to be one of the top concerns when deciding between this, and other alternatives as to the routing. If the stations in this alternative provide identical pedestrian access, then the only obvious deciding factor would be cost.	12/12/2012 4:28 PM
18	Last Mile Concerns Be sure to offer bicycle storage in the cars & storage at each station. Insure that last-mile multi-modal transportation connectivity (Bike & Ped) is built out around each station. Provide motor vehicle traffic calming measures to increase pedestrian safety.	12/12/2012 4:08 PM
19	HRT yes HRT will be the most appropriate.	12/12/2012 3:34 PM
20	Rename Pitts, Spalding.	12/12/2012 1:57 PM
21	HRT yes LRT would require transferring to HRT at north springs abduction riders would be lost. The speeds are greatly reduced and speed is key factor for demand users.	12/12/2012 1:32 PM
22	Exit 13- Forsyth County....LANIER TECH.	12/12/2012 11:26 AM
23	HRT yes HRT will be the best option for MARTA and the public. The return to MARTA will be maximum in the HRT	12/11/2012 5:35 PM

Q11 Please rate the alignment of Alternative 1C on a scale of 1 to 3, with 1 being the “least appropriate” and 3 “most appropriate” within the corridor.

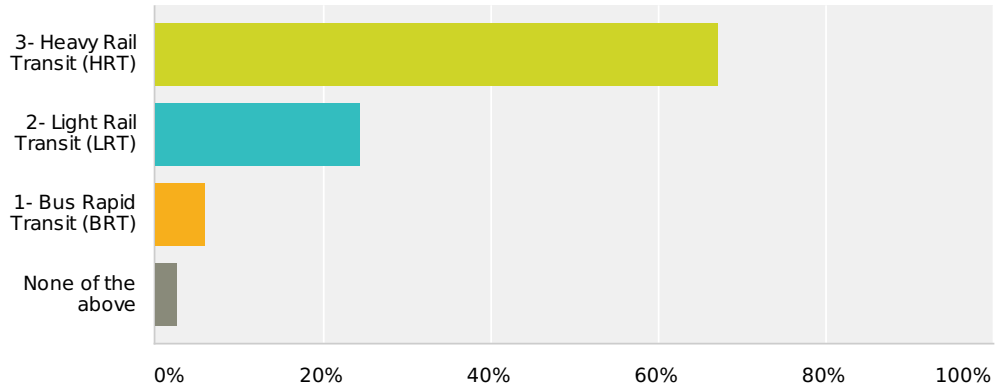
Answered: 121 Skipped: 15



Answer Choices	Responses
3- Most Appropriate	17.36% 21
2- Moderately Appropriate (alternative should be refined)	69.42% 84
1- Least Appropriate	12.40% 15
Not Applicable within the Corridor	0.83% 1
Total	121

Q12 Which transit technology is most appropriate for Alternative 1C?

Answered: 119 Skipped: 17



Answer Choices	Responses
3- Heavy Rail Transit (HRT)	67.23% 80
2- Light Rail Transit (LRT)	24.37% 29
1- Bus Rapid Transit (BRT)	5.88% 7
None of the above	2.52% 3
Total	119

Q13 Are there any potential access points that should be eliminated?

Answered: 16 Skipped: 120

#	Responses	Date
1	Pitts Pittts	1/15/2013 3:04 PM
2	Old Milton "Old Milton"	1/11/2013 8:07 AM
3	Mansell Pitts Old Milton Eliminate Pitts, Mansell, Old Milton - Save our money.	1/11/2013 6:53 AM
4	Pitts Pitts	1/11/2013 5:46 AM
5	Mansell North Point Mansell or North Point	1/10/2013 7:31 PM
6	Pitts Pitts	1/10/2013 7:27 AM
7	None Same	1/10/2013 6:34 AM
8	None No.	1/6/2013 1:21 PM
9	None n/a	1/3/2013 12:07 PM
10	None No	12/25/2012 12:51 AM
11	Holcomb Bridge same comments as associated with 1A	12/18/2012 6:36 AM
12	None no	12/18/2012 6:11 AM
13	Pitts See comments on 1A.	12/12/2012 10:00 PM
14	None none.	12/12/2012 3:34 PM
15	None No	12/12/2012 1:33 PM
16	None None	12/11/2012 5:36 PM

Q14 Are there any potential access points that should be included?

Answered: 18 Skipped: 118

#	Responses	Date
1	Outside of Area Gwinnett Tech and Avalon -	1/11/2013 8:07 AM
2	Northridge Northridge	1/11/2013 5:46 AM
3	Northridge Northridge Road	1/10/2013 7:27 AM
4	Same	1/10/2013 6:34 AM
5	None No.	1/6/2013 1:21 PM
6	Northridge Northridge	1/6/2013 1:00 PM
7	None n/a	1/3/2013 12:07 PM
8	None No	12/25/2012 12:51 AM
9	Northridge Switch the Pitts access point to one at Northridge.	12/23/2012 12:31 PM
10	Outside of Area An access point in Johns Creek will be beneficial.	12/19/2012 4:16 PM
11	Northridge Northridge and Northpoint Mall	12/19/2012 5:40 AM
12	None no	12/18/2012 6:11 AM
13	McGinnis Ferry I would love to see the line extended to the County Line at McGinnis Ferry or McFarland Parkway	12/13/2012 3:19 PM
14	Northridge See comments on 1A.	12/12/2012 10:00 PM
15	Holcomb Bridge Station should be designed to link with Riverwalk Trail	12/12/2012 6:13 PM
16	Outside of Area An access point in Johns Creek will be beneficial.	12/12/2012 3:34 PM
17	None McGinnis Ferry No	12/12/2012 1:33 PM
18	None None	12/11/2012 5:36 PM

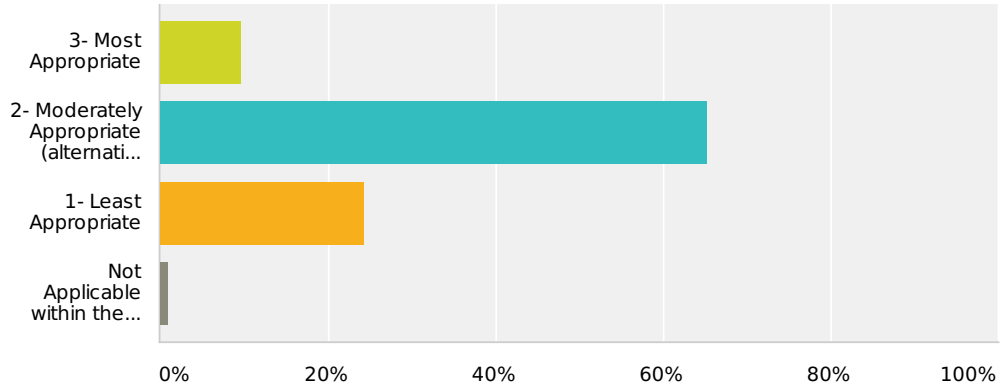
Q15 Other suggestions?

Answered: 21 Skipped: 115

#	Responses	Date
1	TOD/Development This one takes everything further east and leaves the west side in the lurch. What about the new development at Old Milton and 400? Future development on West side?	1/10/2013 7:27 AM
2	Few Community Impacts? I'm not sure this is appropriate for this Alternative considering you will be going through residential, Big Creek Trail, and Alpharetta High School.	1/10/2013 6:34 AM
3	HRT- yes This plan is too costly since HRT is the only viable option, which should be built along the existing GA400 ROW.	1/6/2013 1:21 PM
4	n/a	1/3/2013 12:07 PM
5	over-due.. needed.. please implement this.	12/28/2012 4:52 AM
6	I wish we could view these alternatives side-by-side to compare, and also that they were shown in different colors than the transit mode symbols above. It looks like you're advocating for certain modes.	12/27/2012 3:05 PM
7	HRT- yes Same as Alternative 1B, southern end like heavy rail and northern end along North Point with closely spaced stations.	12/23/2012 12:31 PM
8	Going up Northpoint Parkway would add unnecessary cost to an already way to expensive project.	12/20/2012 9:39 AM
9	TOD/Development Perimeter District (Sandy Springs stn) is one heavy work centers in metro Atlanta and several tens of thousands of people commute to that area from North Fulton cities and they do not have proper public transit.	12/19/2012 12:45 PM
10	TOD/Development Holcomb Bridge station seems to be a good bit south of HBR. This station should be located close the activity center near Kimberly Clark.	12/19/2012 5:40 AM
11	Again I can't tell from this map what the access points line up with, so it's hard to judge which option is better/best for stops, but I think the general roads/intersections chosen are good points. But green is not one of the colors in the key so I don't know what green refers to.	12/13/2012 9:57 PM
12	Feeder Routes/Expansion I would love to see the line extended to the County Line at McGinnis Ferry or McFarland Parkway	12/13/2012 3:19 PM
13	TOD/Development Would provide transit options to the numerous business communities along Northpoint Parkway.	12/13/2012 10:32 AM
14	There is a pretty sizable hill on the east side of 400 at Old Milton— How do you plan to get around that?	12/12/2012 10:00 PM
15	HRT- yes Please use HRT	12/12/2012 6:13 PM
16	HRT- yes Extend existing HRT	12/12/2012 5:24 PM
17	HRT- yes Visibility to motorists also needs to be considered. While moving the alignment away from GA-400 may provide better access to some locations, the sight of trains passing people on the road can be a deciding factor for a person taking the train versus driving.	12/12/2012 4:31 PM
18	HRT- yes HRT will be the most appropriate.	12/12/2012 3:34 PM
19	HRT- yes Extend HRT.	12/12/2012 1:33 PM
20	Feeder Routes/Expansion Exit 13- Forsyth County....LANIER TECH.	12/12/2012 11:27 AM
21	HRT- yes HRT will be the best option for MARTA and the public. The return to MARTA will be maximum in the HRT	12/11/2012 5:36 PM

Q16 Please rate the alignment of Alternative 1D on a scale of 1 to 3, with 1 being the “least appropriate” and 3 “most appropriate” within the corridor.

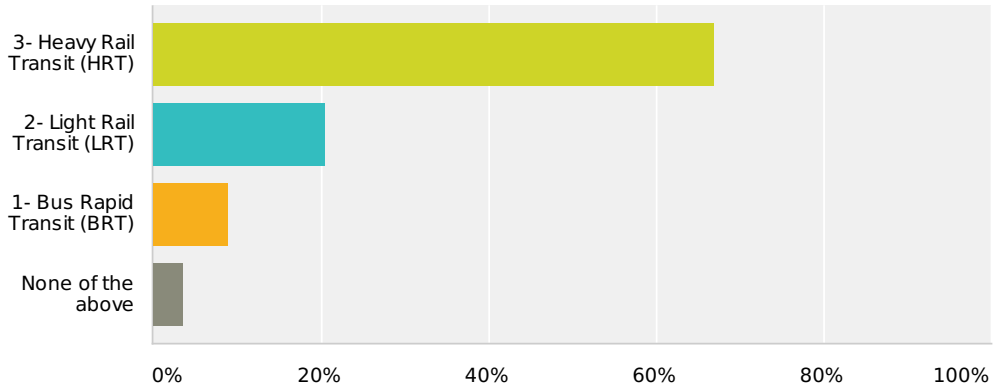
Answered: 115 Skipped: 21



Answer Choices	Responses
3- Most Appropriate	9.57% 11
2- Moderately Appropriate (alternative should be refined)	65.22% 75
1- Least Appropriate	24.35% 28
Not Applicable within the Corridor	0.87% 1
Total	115

Q17 Which transit technology is most appropriate for Alternative 1D?

Answered: 112 Skipped: 24



Answer Choices	Responses
3- Heavy Rail Transit (HRT)	66.96% 75
2- Light Rail Transit (LRT)	20.54% 23
1- Bus Rapid Transit (BRT)	8.93% 10
None of the above	3.57% 4
Total	112

Q18 Are there any potential access points that should be eliminated?

Answered: 13 Skipped: 123

#	Responses	Date
1	Pitts Mansell Old Milton Eliminate Pitts, Mansell, Old Milton - Save our money.	1/11/2013 6:53 AM
2	Encore Encore replace with Northpoint or Mansell	1/10/2013 7:33 PM
3	Pitts Pitts	1/10/2013 7:28 AM
4	None No	1/10/2013 6:38 AM
5	None No.	1/6/2013 1:22 PM
6	None n/a	1/3/2013 12:10 PM
7	Encore Encore, there are not enough events to warrant direct access to this venue. A station that is a short walk, but is closer to the mall, residential, etc. is a better option.	12/19/2012 5:42 AM
8	Holcomb Bridge same comments as associated with 1A	12/18/2012 6:37 AM
9	None no	12/18/2012 6:11 AM
10	Pitts Pitts is unnecessary. This plan is for people that live NORTH of the River.	12/15/2012 9:54 AM
11	Pitts See comments on 1A.	12/12/2012 10:01 PM
12	Encore Encore.	12/12/2012 1:33 PM
13	None None	12/11/2012 5:37 PM

Q19 Are there any potential access points that should be included?

Answered: 19 Skipped: 117

#	Responses	Date
1	Northridge Northridge Road	1/10/2013 7:28 AM
2	None No	1/10/2013 6:38 AM
3	North Point Mall North Pointe Mall needs to be a station of some sort	1/8/2013 10:09 AM
4	None No.	1/6/2013 1:22 PM
5	Northridge Northridge	1/6/2013 1:00 PM
6	None n/a	1/3/2013 12:10 PM
7	Northridge Switch Pitts to Northridge.	12/23/2012 12:33 PM
8	North Point Mall North point mall	12/20/2012 12:56 PM
9	Outside of Area An access point in Johns Creek will be beneficial.	12/19/2012 4:17 PM
10	Northridge North Point Mall Northridge and Northpoint Mall	12/19/2012 5:42 AM
11	None no	12/18/2012 6:11 AM
12	North Point Mall Needs to have connection to North Point Mall	12/14/2012 8:38 AM
13	McGinnis Ferry I would love to see the line extended to the County Line at McGinnis Ferry or McFarland Parkway	12/13/2012 3:19 PM
14	Northridge See comments on 1A.	12/12/2012 10:01 PM
15	Holcomb Bridge Station should be designed to link with Riverwalk Trail	12/12/2012 6:13 PM
16	North Point Mall North point mall	12/12/2012 5:24 PM
17	Outside of Area An access point in Johns Creek will be beneficial.	12/12/2012 3:34 PM
18	North Point Mall North Point Mall area.	12/12/2012 1:33 PM
19	None None	12/11/2012 5:37 PM

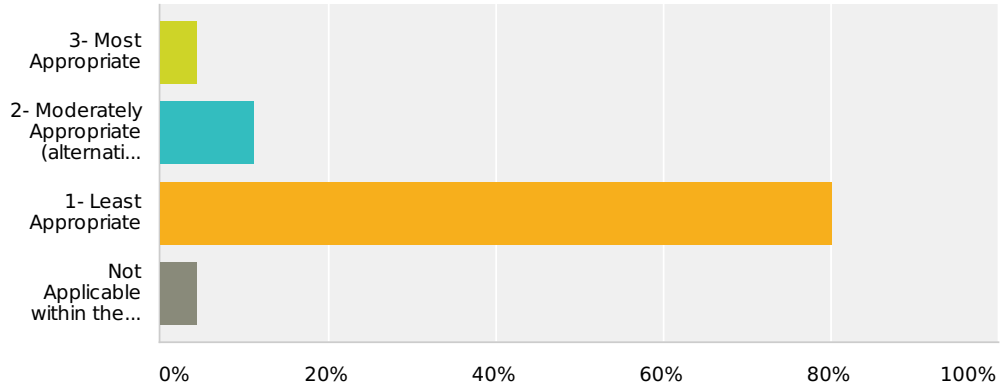
Q20 Other suggestions?

Answered: 15 Skipped: 121

#	Responses	Date
1	Stay to the East Do not like the Encore idea.	1/10/2013 7:33 PM
2	Move to Encore This one is the opposite of C with the emphasis on the West side of GA 400. I think the encore station is mislabeled. It should be further south	1/10/2013 7:28 AM
3	Stay to the East Certainly less impact and wide open spaces. I'm not sure you will get more benefit out of going to Encore Park then you would the mall and provide bus service to Encore Park. With the addition of the multi-use trail in this area, dependent on where you put the MARTA station, couldn't you walk to Encore Park from the Mall?	1/10/2013 6:38 AM
4	HRT-yes HRT is the only viable option for this route, however leaving the GA400 ROW would be expensive and unnecessary.	1/6/2013 1:22 PM
5	n/a	1/3/2013 12:10 PM
6	Perimeter District (Sandy Springs stn) is one heavy work centers in metro Atlanta and several tens of thousands of people commute to that area from North Fulton cities and they do not have proper public transit.	12/19/2012 12:45 PM
7	Move to Encore Could a station be placed near Encore Parkway?	12/19/2012 5:42 AM
8	What technology would be used?	12/13/2012 9:58 PM
9	Extend I would love to see the line extended to the County Line at McGinnis Ferry or McFarland Parkway	12/13/2012 3:19 PM
10	This is definitely the best option you have listed.	12/12/2012 10:01 PM
11	HRT-yes Please use HRT	12/12/2012 6:13 PM
12	HRT-yes Extend existing HRT	12/12/2012 5:24 PM
13	Stay to the East DON'T MISS NORTH POINT	12/12/2012 1:57 PM
14	HRT-yes Extend HRT.	12/12/2012 1:33 PM
15	HRT-yes HRT will be the best option for MARTA and the public. The return to MARTA will be maximum in the HRT	12/11/2012 5:37 PM

Q21 Please rate the alignment of Alternative 3 on a scale of 1 to 3, with 1 being the “least appropriate” and 3 “most appropriate” within the corridor.

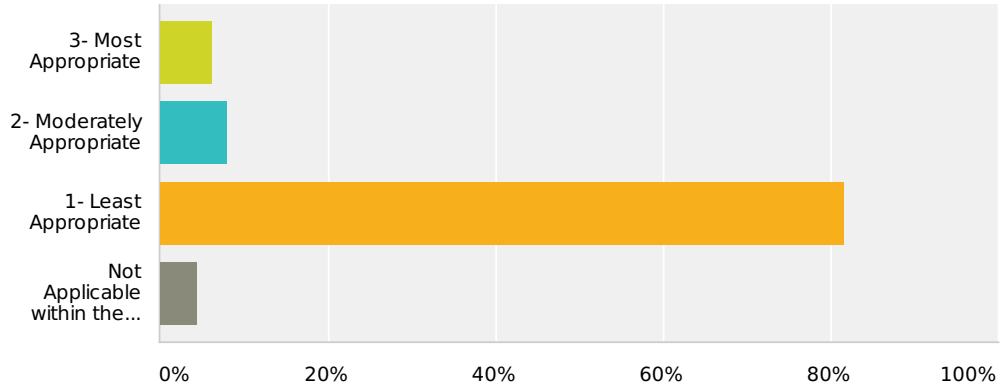
Answered: 116 Skipped: 20



Answer Choices	Responses
3- Most Appropriate	4.31% 5
2- Moderately Appropriate (alternative should be refined)	11.21% 13
1- Least Appropriate	80.17% 93
Not Applicable within the Corridor	4.31% 5
Total	116

Q22 Please rate the technology of Alternative 3 on a scale of 1 to 3, with 1 being the “least appropriate” and 3 “most appropriate” within the corridor.

Answered: 114 Skipped: 22



Answer Choices	Responses	
3- Most Appropriate	6.14%	7
2- Moderately Appropriate	7.89%	9
1- Least Appropriate	81.58%	93
Not Applicable within the Corridor	4.39%	5
Total		114

Q23 Are there any potential access points that should be eliminated?

Answered: 10 Skipped: 126

#	Responses	Date
1	Houze Houze Road for sure -	1/11/2013 8:10 AM
2	Houze Pitts Mansel Dryden Eliminate Pitts, Houze, Mansell, Dryden - Save our money.	1/11/2013 6:55 AM
3	Pitts Pitts	1/10/2013 7:31 AM
4	None No.	1/6/2013 1:23 PM
5	Houze Houze	1/3/2013 12:11 PM
6	Houze Pitts Mansel Dryden Windward Pitts, Houze, Mansell, North Point, Dryden and Windward.	12/19/2012 4:24 PM
7	we have too much traffic on the local roads now. Do not need to include more bus routes.	12/18/2012 6:39 AM
8	Houze houze	12/18/2012 6:12 AM
9	Pitts See comments on 1A.	12/12/2012 10:01 PM
10	Houze Houze	12/11/2012 5:39 PM

Q24 Are there any potential access points that should be included?

Answered: 9 Skipped: 127

#	Responses	Date
1	Northridge Northridge Road	1/10/2013 7:31 AM
2	None No.	1/6/2013 1:23 PM
3	None n/a	1/3/2013 12:11 PM
4	None No, keep stops limited to maximize BRT's benefits.	12/23/2012 12:37 PM
5	Out of Study Area An access point in Johns Creek will be beneficial.	12/19/2012 4:24 PM
6	None no	12/18/2012 6:12 AM
7	Northridge See comments on 1A.	12/12/2012 10:01 PM
8	Out of Study Area An access point in Johns Creek will be beneficial.	12/12/2012 3:35 PM
9	None None	12/11/2012 5:39 PM

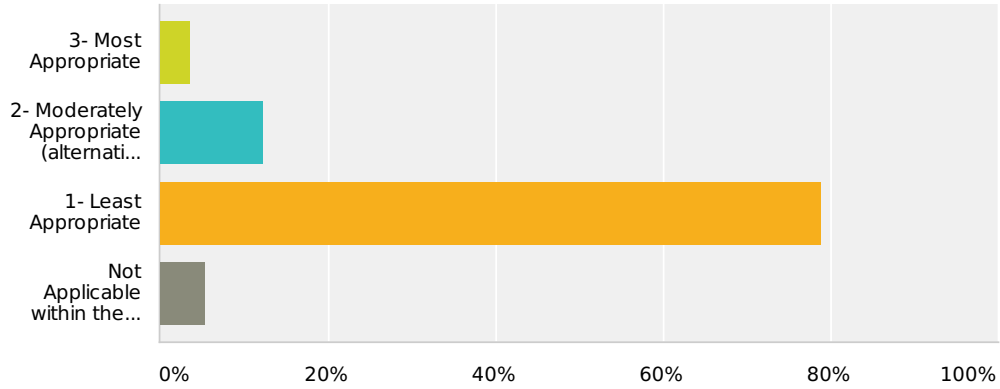
Q25 Other suggestions?

Answered: 24 Skipped: 112

#	Responses	Date
1	HRT-yes Should not even consider this. HRT is the only way to go with increased traffic from northern subbrubs.	1/15/2013 3:05 PM
2	HRT-yes HEAVY RAIL	1/14/2013 11:45 AM
3	#22 doesn't list any technology	1/11/2013 7:10 AM
4	HRT-yes I do not understand how a bus could ever be rapid on Holcomb Bridge Road in existing or added ROW.	1/10/2013 7:31 AM
5	BRT- no we'll have to see how BRT technology sticks in Atlanta.	1/8/2013 10:10 AM
6	BRT- no BRT is a useless waste of money. There already exists bus service on the highway. HRT is the only viable mode for this corridor.	1/6/2013 1:23 PM
7	HRT-yes changing technologies would cut cost, but would be cumbersome and inconvenient	1/6/2013 1:02 PM
8	n/a	1/3/2013 12:11 PM
9	HRT-yes already have bus.. need rail	12/28/2012 4:52 AM
10	BRT- no If developing a BRT alignment, keep stops limited, design bus only lanes/busways where buses and traffic are completely separated, and have determined stations with eye-catching designs and off-board fare payment.	12/23/2012 12:37 PM
11	HRT-yes Demand riders will not ride buses long distances. The buses will get stuck in traffic.	12/20/2012 12:57 PM
12	What is Dryden?	12/20/2012 9:44 AM
13	With suggested access points, this alignment and technology will become moderately appropriate.	12/19/2012 4:24 PM
14	Perimeter District (Sandy Springs stn) is one heavy work centers in metro Atlanta and several tens of thousands of people commute to that area from North Fulton cities and they do not have proper public transit.	12/19/2012 12:47 PM
15	BRT- no BRT is not a good option.	12/19/2012 10:47 AM
16	Too far out of the way, too indirect	12/19/2012 5:43 AM
17	This alleviates the biggest problem, which is Holcomb Bridge.	12/15/2012 9:55 AM
18	HRT-yes This mode of transit does not provide significant capacity when compared to the existing bus system in place nor would it encourage increased commuter usage of the line.	12/13/2012 10:33 AM
19	BRT- no BRT might work well for other corridors but for the HIGH number of people that would use this it has to be rail and preferably Heavy Rail.	12/13/2012 8:57 AM
20	BRT- no I don't feel BRT is a good option for this corridor.	12/12/2012 10:01 PM
21	BRT- no Please, no BRT.	12/12/2012 6:13 PM
22	BRT- no Without the ENTIRE route having dedicated travel lanes & being able to bypass traffic lights, BRT is not a viable option. Sitting in a bus stuck in traffic will not entice many users.	12/12/2012 4:12 PM
23	BRT- no Demand riders will not ride buses even if its BRT.	12/12/2012 1:34 PM
24	HRT-yes BRT will not get enough riders and only HRT will. MARTA may not get enough ROI.	12/11/2012 5:39 PM

Q26 Please rate the alignment of Alternative 6 on a scale of 1 to 3, with 1 being the “least appropriate” and 3 “most appropriate” within the corridor.

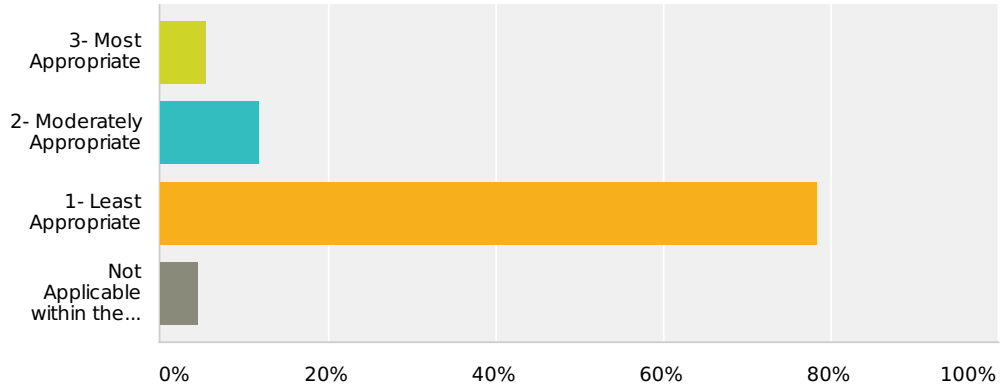
Answered: 114 Skipped: 22



Answer Choices	Responses
3- Most Appropriate	3.51% 4
2- Moderately Appropriate (alternative should be refined)	12.28% 14
1- Least Appropriate	78.95% 90
Not Applicable within the Corridor	5.26% 6
Total	114

Q27 Please rate the technology of Alternative 6 on a scale of 1 to 3, with 1 being the “least appropriate” and 3 “most appropriate” within the corridor.

Answered: 111 Skipped: 25



Answer Choices	Responses
3- Most Appropriate	5.41% 6
2- Moderately Appropriate	11.71% 13
1- Least Appropriate	78.38% 87
Not Applicable within the Corridor	4.50% 5
Total	111

Q28 Are there any potential access points that should be eliminated?

Answered: 12 Skipped: 124

#	Responses	Date
1	Pitts Houze Deerfield Eliminate Pitts, Houze, Deerfield - Save our money.	1/11/2013 6:56 AM
2	Pitts Pitts	1/10/2013 7:32 AM
3	None No.	1/6/2013 1:23 PM
4	None n/a	1/3/2013 12:12 PM
5	All Pitts, Houze, North Fulton Medical Center, Downtown Alpharetta, Deerfield and Windward.	12/19/2012 4:25 PM
6	Pitts Northridge	12/19/2012 5:44 AM
7	same comments as associated with option 3.	12/18/2012 6:39 AM
8	Houze houze	12/18/2012 6:13 AM
9	Pitts Pitts is unnecessary.	12/15/2012 9:55 AM
10	Houze Houze	12/13/2012 9:09 AM
11	Pitts See comments on 1A.	12/12/2012 10:03 PM
12	All Houze, NFMC, Downtown Alpharetta and Deerfield	12/11/2012 5:41 PM

Q29 Are there any potential access points that should be included?

Answered: 10 Skipped: 126

#	Responses	Date
1	Northridge Northridge Road	1/10/2013 7:32 AM
2	None No.	1/6/2013 1:23 PM
3	None n/a	1/3/2013 12:12 PM
4	Outside Area An access point in Johns Creek will be beneficial.	12/19/2012 4:25 PM
5	None no	12/18/2012 6:13 AM
6	Northridge See comments on 1A.	12/12/2012 10:03 PM
7	Downtown Roswell Downtown Roswell	12/12/2012 5:26 PM
8	Northridge Northridge	12/12/2012 4:13 PM
9	Outside Area An access point in Johns Creek will be beneficial.	12/12/2012 3:35 PM
10	None None	12/11/2012 5:41 PM

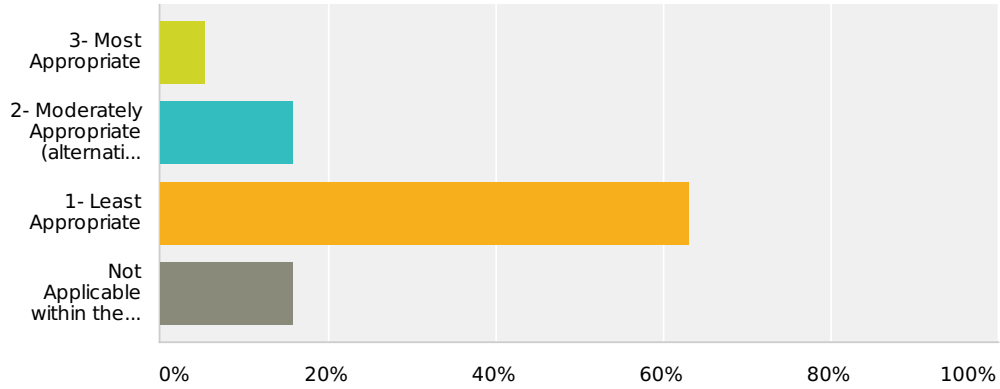
Q30 Other suggestions?

Answered: 21 Skipped: 115

#	Responses	Date
1	BRT-no I really like the route, but Bus service is not appropriate for this route, Heavy rail, please.	1/14/2013 11:45 AM
2	#27 doesn't list any technology	1/11/2013 7:11 AM
3	This one will probably win since this is a pseudo-government initiative. Downtown Alpharetta has nowhere near the density of other areas in the corridor	1/10/2013 7:32 AM
4	Heavy Rail- yes I think a light rail option seems more logical here	1/8/2013 10:10 AM
5	BRT-no BRT is unnecessary and HRT is the only acceptable form of transit on this corridor.	1/6/2013 1:23 PM
6	None n/a	1/3/2013 12:12 PM
7	BRT-no Instead of a BRT line on SR9, a core rail spine should be developed along GA400 and supplemented with regular (but efficient and timely) bus service connecting it to the areas along SR9.	12/23/2012 12:39 PM
8	BRT-no Demand riders will not ride buses long distances. The buses will get stuck in traffic.	12/20/2012 12:57 PM
9	Looks good for a bus route	12/20/2012 9:45 AM
10	With suggested access points, this alignment and technology will become moderately appropriate.	12/19/2012 4:25 PM
11	Perimeter District (Sandy Springs stn) is one heavy work centers in metro Atlanta and several tens of thousands of people commute to that area from North Fulton cities and they do not have proper public transit.	12/19/2012 12:47 PM
12	No SR9 This misses the mall entirely and if it is going to use SR 9, it should go through Roswell.	12/19/2012 5:44 AM
13	No SR9 Existing traffic signals on SR 9 will slow down the BRT.	12/18/2012 6:26 AM
14	No SR9 How will this impact the already at-capacity SR 9? Dedicated lanes? Good luck through Roswell's Historic District.	12/18/2012 4:47 AM
15	No SR9 Completely misses North Point Mall, the major commercial hub for the region.	12/14/2012 8:39 AM
16	No SR9 Would not be cost effective nor provide adequate and reliable capacity increases.	12/13/2012 10:34 AM
17	BRT-no I think the route is nice, but once again I don't feel BRT is a good enough option for this corridor—we already have something very close to that with the Windward Park+Ride Express Bus.	12/12/2012 10:03 PM
18	BRT-no Please no BRT	12/12/2012 6:14 PM
19	BRT-no Without the ENTIRE route having dedicated travel lanes & being able to bypass traffic lights, BRT is not a viable option. Sitting in a bus stuck in traffic will not entice many users.	12/12/2012 4:13 PM
20	BRT-no Demand riders will not use buses even BRT.	12/12/2012 1:35 PM
21	BRT-no BRT will not get enough riders and only HRT will. MARTA may not get enough ROI.	12/11/2012 5:41 PM

Q31 Please rate the alignment of State Route 9 Alternative 2 on a scale of 1 to 3, with 1 being the “least appropriate” and 3 “most appropriate” within the corridor.

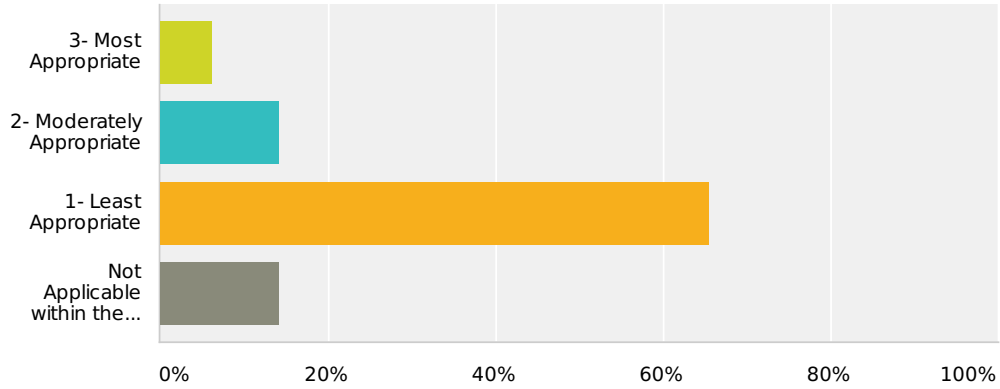
Answered: 114 Skipped: 22



Answer Choices	Responses
3- Most Appropriate	5.26% 6
2- Moderately Appropriate (alternative should be refined)	15.79% 18
1- Least Appropriate	63.16% 72
Not Applicable within the Corridor	15.79% 18
Total	114

Q32 Please rate the technology of State Route 9 Alternative 2 on a scale of 1 to 3, with 1 being the “least appropriate” and 3 “most appropriate” within the corridor.

Answered: 113 Skipped: 23



Answer Choices	Responses
3- Most Appropriate	6.19% 7
2- Moderately Appropriate	14.16% 16
1- Least Appropriate	65.49% 74
Not Applicable within the Corridor	14.16% 16
Total	113

Q33 Are there any potential access points that should be eliminated?

Answered: 6 Skipped: 130

#	Responses	Date
1	All This looks just like a bus route. Trash this idea.	1/11/2013 6:58 AM
2	None No.	1/6/2013 1:24 PM
3	None sames comments as with alternative 3	12/18/2012 6:39 AM
4	None no	12/18/2012 6:14 AM
5	Pitts See comments on 1A.	12/12/2012 10:04 PM
6	All All	12/11/2012 5:42 PM

Q34 Are there any potential access points that should be included?

Answered: 5 Skipped: 131

#	Responses	Date
1	None No.	1/6/2013 1:24 PM
2	None no	12/18/2012 6:14 AM
3	Northridge See comments on 1A.	12/12/2012 10:04 PM
4	Outside study area An access point in Johns Creek will be beneficial.	12/12/2012 3:35 PM
5	None None	12/11/2012 5:42 PM

Q35 Other suggestions?

Answered: 20 Skipped: 116

#	Responses	Date
1	HRT- yes I also really like this route, but people don't want long distance bus service. Heavy rail, please!!!	1/14/2013 11:46 AM
2	#32 doesn't list any technology	1/11/2013 7:11 AM
3	BRT- no Looks like bus route. Bad plan for MARTA "innovation".	1/11/2013 6:58 AM
4	Seems better than the previous alternative, but still light rail might be more appropriate.	1/8/2013 10:11 AM
5	BRT- no BRT is completely unnecessary for this corridor, HRT is the only viable solution.	1/6/2013 1:24 PM
6	Should tie in to North Springs terminus	1/6/2013 1:04 PM
7	Build true BRT as described earlier. Also, an alignment connecting to rail at Dunwoody is not as ideal as connecting at North Springs. Regular bus service already covers the areas in this alignment near the perimeter. This service should be improved, but that is beyond the scope of the 400 corridor plan.	12/23/2012 12:43 PM
8	BRT- no Demand riders will not ride buses long distances. The buses will get stuck in traffic.	12/20/2012 12:58 PM
9	Could this alternative be included with a rail extension on GA 400? The two together would increase accessibility and convenience quite a bit.	12/19/2012 5:45 AM
10	SR-9 no How will this impact the already at-capacity SR 9? Dedicated lanes? Good luck through Roswell's Historic District.	12/18/2012 4:47 AM
11	SR-9 no Driving all that distance on Mansell could be a problem.	12/15/2012 9:56 AM
12	Access is a plus This is the best alignment and technology of all proposed. It offers the best opportunity to integrate transit into existing communities and redirect growth to walkable and bikeable transit station areas.	12/14/2012 12:09 PM
13	BRT- no BRT will move too slowly on SR9 to be an effective alternative to driving on SR400	12/14/2012 8:40 AM
14	Access is a plus I like the fact that this provides access to historic Roswell and the development on the highway 9 corridor to the west of GA 400, yet the technology of BRT would not provide enough capacity/reliability.	12/13/2012 10:35 AM
15	BRT- no Don't like BRT. Path would be effective at reaching already urbanized areas.	12/12/2012 10:04 PM
16	BRT- no Please no BRT	12/12/2012 6:14 PM
17	Access is a plus If you create along this route and acquire ROW, follow GDOT's Complete Streets Policy (See Chapter 9 of their Design Policy Manual). Add "Protected" & "Separated" 5-ft wide bicycle lanes along the corridor.	12/12/2012 4:16 PM
18	Scratch Alternative UG!!!!	12/12/2012 1:58 PM
19	BRT- no Demand riders will not use buses even BRT.	12/12/2012 1:35 PM
20	Scratch Alternative Worsen than the existing Route 143	12/11/2012 5:42 PM