



SOUTHLAKE BUS RAPID TRANSIT PROJECT PUBLIC MEETING

**Tuesday, March 29, 2022
Riverdale Centre, 7210 Church Street, Riverdale, GA**

RESPONSE TO COMMENTS/QUESTIONS

*The questions below were submitted during the public meeting on March 29, 2022.
Language may have been modified to capture general concerns.*

I. SOUTHLAKE BUS RAPID TRANSIT

- 1. What mode of transport will be used from College Park Station to the West Fayetteville BRT Station?**

Service along the entire corridor will be Bus Rapid Transit (BRT), a transportation mode that offers rail-like speeds and amenities using rubber-tired vehicles. More information on the BRT mode can be found at <https://connectclayton.com/claytonbrt/>.

- 2. Will customers need to pay for an additional transfer?**

No. Southlake BRT transfers are planned to function like rail transfers under MARTA's current policy, including free transfers to and from local bus to BRT with use of a Breeze card.

- 3. Will all intersections along the route have transit signal priority?**

MARTA is planning to incorporate transit signal priority (TSP) at all signalized intersections along the corridor.

- 4. What are some of the environmental constraints for the project, and will this delay the project or increase the amount needed for the project?**

The project team is currently performing the environmental review for the Southlake BRT project and determining what, if any, environmental constraints the project may face. BRT projects typically have fewer environmental impacts than rail projects, as most construction occurs within existing transportation right-of-way.

- 5. How close is Clayton County to meeting the 50% local share?**

Under FTA's Capital Investment Grant Small Starts program, MARTA is required to provide at least 50% of project costs from local funds. MARTA has dedicated existing reserves from the Clayton 1% sales tax to cover the entirety of the 50% share.

6. Do we have a maintenance agreement to clean around the stations weekly?

Specific arrangements for station maintenance along the Southlake BRT route have not yet been made. However, current MARTA bus stops in Clayton County are maintained through an intergovernmental agreement with local jurisdictions, who are responsible for cleaning the stations on a regular basis. MARTA expects similar agreements for maintenance and upkeep of the Southlake BRT stations.

7. Will there be diversity in the jobs available through the Southlake BRT project?

MARTA expects that implementation of the Southlake BRT project will create jobs ranging from construction to bus operations positions.

MARTA is dedicated to diversity in hiring.

8. Thank you for offering a virtual option for the Southlake BRT public meeting!

Thank you for your virtual participation! MARTA has been pleased with the engagement we have received through virtual channels and we look forward to continuing to offer various platforms for participation in the future.

9. Is the PowerPoint presentation available to the public?

Yes. Please visit <https://connectclayton.com/claytonbrt-pi/> to view the PowerPoint presentation and other public meeting materials.

II. TRANSIT SUPPORTIVE LAND USE STUDY

1. Explanation of BRT and transit-related development on an ongoing basis as the project develops will be incredibly helpful to long-term public support.

As MARTA's Transit Supportive Land Use study advances, additional information will be available on <https://connectclayton.com/claytontslu/> and presented in future public and stakeholder meetings.

III. CLAYTON STATE TRANSIT CORRIDOR

1. What is the status of the heavy rail project from Lovejoy to College Park?

Commuter Rail and Bus Rapid Transit alternatives from East Point Station to Lovejoy are currently being studied under the State Route 54 High-Capacity Transit study. The public might note that Commuter Rail differs from heavy rail transit, like MARTA's existing rail system, in that it operates in a single outbound or inbound direction, depending on the time of day, to complement commuter patterns.

MARTA will be presenting additional information about the State Route 54 High-Capacity Transit study in the near future, including details about the ongoing alternatives analysis study. All updates will be posted to <https://connectclayton.com/claytonhct/>.

2. We the taxpayers of Clayton County are paying ½ cent sales tax for bus and ½ for rail. When is the rail going to finally come to Clayton County?

The 1% MARTA sales tax in Clayton County is split evenly between operating and maintenance costs (such as fuel, driver salaries, and repair costs) and capital costs, including the purchase of bus vehicles, shelter installation, and construction costs for future fixed-guideway routes.

MARTA will be presenting additional information about the State Route 54 High-Capacity Transit study in the near future, including details about the ongoing alternatives analysis study. All updates will be posted to <https://connectclayton.com/claytonhct/>.

- 3. Are there any express buses that go from the Justice Center, through the heart of Clayton County, to Tara Boulevard, and then on to a MARTA rail line (e.g., Lakewood/Fort McPherson Station)?**

MARTA is studying how to bring high-capacity transit to these areas through the State Route 54 Corridor. An alternatives analysis is being prepared and will guide future development in eastern Clayton County.

MARTA will be presenting additional information about the State Route 54 High-Capacity Transit study in the near future, including details about the ongoing alternatives analysis study. All updates will be posted to <https://connectclayton.com/claytonhct/>.

- 4. The communication prior to this meeting for the pivot from commuter rail to BRT was less than complete. The explanation at this meeting connected to cost and right-of-way barriers to commuter rail was a reasonable start. Continued work on this information/communication strategy would be advisable.**

MARTA will be presenting additional information about the State Route 54 High-Capacity Transit study in the near future, including details about the ongoing alternatives analysis study. All updates will be posted to <https://connectclayton.com/claytonhct/>.

IV. GENERAL MARTA SERVICES

- 1. When will all the bus stops have shelters?**

MARTA is working to bring 1,000 new bus stop amenities to our system and the communities we serve. Adding seats and weather protection amenities like shelters and benches will increase passenger comfort and could potentially increase ridership levels and rider retention. New amenities are symbols of MARTA's investment in the communities, and our commitment to collaborating with our local government partners.

Clayton County's local bus network contains 633 stops. Placing shelters at all of these stops is not feasible, but MARTA is dedicated to placing shelters at the county's most used stops. In 2020, MARTA installed 38 shelters in Clayton County. 30 new shelters are underway in Clayton County. By the end of the fifth year, at least 174 (27%) of Clayton County bus stops will have amenities.

- 2. Does MARTA have any job openings?**

Yes! MARTA is hiring for many positions and is currently offering signing bonuses for qualified bus operators and technicians. Please visit <https://itsmarta.com/careers> to learn more about upcoming career fairs and open positions.