

1. **With ATL Spoke being a pilot, what does success, failure and “needs improvement” look like? What will inform your future plans?**
 - We are evaluating success in various forms. First, we will have a customer survey tool – accessible via a QR code on each vehicle to solicit customer feedback. We will also assess operations, ridership patterns, and technology performance.
2. **Can you speak more about the connection to Oakland City train station (in reference to the Oakland + Murphy Spur Trail)?**
 - We will be connecting to the Oakland City MARTA station by way of a trail (separated from traffic with a landscape buffer and curb) running along the north side of the street to Dill Street. We are working with MARTA, GDOT and ATLDOT to ensure we come up with a solution that is safe and the best possible outcome for all.
3. **What is the Beltline’s Strategy for transit? I am concerned that ATL Spoke is putting more cars on the road, and I am looking for options that remove cars on the road.**
 - The Beltline’s long-term strategy for transit is captured in the Beltline Transit Study, where you can find more information [HERE](#). The study will wrap up this year with forthcoming community engagement.
 - ATL Spoke is a pilot project aiming to test out first/last mile solutions that get people to and from the Beltline as both an addition to the transit network and an attractive solution to residents, workers, visitors, and students in the area. ATL Spoke vehicles can hold up to 19 people (offering a high-capacity form factor) and encourage more people to utilize MARTA transit with this new connection service. Overall, the Beltline believes that this free, 100% electric service will encourage those that would normally use a vehicle to opt-in for an alternative transit solution.
4. **What are the Beltline’s plans for the roofs of the parking structures? I would like to see these spaces utilized with more purpose such as green roofs, solar and rooftop green space.**
 - Thank you for this feedback. We have not yet engaged architects on this project, so roof concepts for the parking structures have not been developed at this stage. As we move into architectural design, we can share this feedback with the team and explore the feasibility of incorporating these ideas into future stages.

5. What kind of data and analysis goes into the location and spacing of cameras on the trail? Curious in how the camera footage is used and I am concerned about over surveillance in this city in general.

- Camera spacing is dependent on the line of sight; long straight stretches have fewer cameras than areas with many curves. The video feed is reactive. By that, we mean that no one is actively monitoring the corridor except to check maintenance/functionality/impacts of tree growth. Video is mostly checked only if there is a specific report of an ongoing crime, or if there is a request for video after-the-fact. Video is stored by APD 24hrs/14 days, and then it is overwritten.

6. Are there plans for a pedestrian bridge or safe crossing alternative at Lee Street and Campbellton Rd/Dill Ave?

- The Murphy Crossing redevelopment was required to complete a Development of Regional Impact review. This review is conducted by the Atlanta Regional Commission (ARC) and intended to foster communication and coordination between local governments and other relevant agencies, provide a means of identifying and assessing potential impacts before conflicts arise, and advance quality growth principles and regional planning priorities.

ARC is aware of the quantity of applications for new/redevelopment in the area and is working to consider how the Regional Commission can support areas of higher growth in the Region. Atlanta Beltline will continue to coordinate with area organizations (GDOT, MARTA, Norfolk Southern, and ATLDOT) to share community members' concerns for pedestrian safety in the area.

