



Georgia I75 Toll Road Proposal

an email sent by Craig Reese on 26 Jul 07 at 10:35am

To: <hov_brt_comments@projectsolve.com>
Cc: "Tom Cornett" <tom.cornett@gto2000.com>, "Gregg Gordon" <gregg.gordon@gto2000.com>

Darryl D. VanMeter, P.E.
 NW Corridor HOV/BRT Project Manager
 GDOT
 No. 2 Capitol Square SW
 Atlanta, GA 30334
 Crew Heimer
 NW Corridor Transit Project Manager
 GRTA
 245 Peachtree Center Avenue, NE
 Suite 900
 Atlanta, GA 30303

With all due respect it certainly seems we are not approaching this subject with common sense. The Trucking Industry is already facing a high Tax burden and it continues to force the smaller company's out of business which pushes our shippers to a trucking monopoly by "The Large" highly financed Carriers. It also makes a already highly congested traffic highway with potentially additional dangers for all motorists. Another issue is who will eventually suffer? The American Consumer faces increased cost of goods in the market place as these costs must be eventually passed on. I hope my brief comments will be considered.

Craig Reese
 GTO 2000, Inc.
 Vice President Sales
 P.O. Box 2819
 Gainesville, Ga. 30503-2819
 Ofc: 770-287-9233 ext.2210
 Cell: 770-337-4117
 Fax: 678-989-3669
 craig.reese@gto2000.com



Comments

Attachments

E23



I-75 I575

an email sent by Richey, Harold on 5 Jun 07 at 7:48am

To: I-75 I575 Is it not time to bring MARTA out the interstates? Make the road toll and the train free. Use the toll to pay for train everybody benefits. Harold Richey ***** The information transmitted is intended only for the person or entity to which it is addressed and may contain confidential, proprietary, and/or privileged material. Any review, retransmission, dissemination or other use of, or taking of any action in reliance upon this information by persons or entities other than the intended recipient is prohibited. If you received this in error, please contact the sender and delete the material from all computers. GA625

Comments

4/1



NWHOVBRT Website - Comment Form (8)

an email sent by [icon] on 1 Jun 07 at 3:34pm

To: <HOV_BRT_Comments@projectsolve.com>

Here is an information request from the Northwest Corridor HOV/BRT website.

Their first name is : Paul
 Their last name is : Richter
 Their address is : Atlanta, Ga.
 Their email is : smrlichter@mindspring.com
 Add to mailing list : No
 Request speaker : No

Their comments are : I wish to add the following to our previous comments.
 I hope you have made adequate plans (sufficient lanes) for the flow of traffic from and to I-285. I mention this in view of the 30 years that nothing has been done to help the traffic from 285 to I-20. If not, then this current project will end up adding to our traffic woes.
 In the video presentation at Cobb Civic Center, this aspect of the NW I-75/I-575 HOV/BRT plans was not addressed, as far as I can recall.
 Thank you for listening.
 I am on your mailing list.

Comments

2/2

E18

**Fw: HOV/BRT/TOL**

an email sent by Stella Richter on 31 May 07 at 11:44am

To: <hov_brt_comments@projectsolve.com>, <cheimer@grta.org>, <darryl.vanmeter@dot.state.ga.us>
 Cc: <shane.Coldren@truscocapital.com>, "ron sifen" <Rsifen@aol.com>

Blank

Original sent accidentally without correcting or signing.

----- Original Message -----

From: Stella Richter**To:** hov_brt_comments@projectsolve.com**Cc:** cheimer@grta.org ; darryl.vanmeter@dot.state.ga.us ; shane.Coldren@truscocapital.com ; ron.sifen**Sent:** Thursday, May 31, 2007 10:59 AM**Subject:** HOV/BRT/TOL**Dear Sirs/Madames:**

I have attended the excellent public viewing of the I-75/575 corridor plans. It was great to be able to ask questions and discuss the plans, with those intimately involved with it. Thank you!

After careful consideration, I am for the project. I would ask that you to seriously consider placing the through truck lanes in the center, instead of outside.

This might abate noise, and maybe even lessen costs as maybe noise barriers could be reduced or even eliminated in some area. As far as tolls for the through truck lanes, this should obviously be carefully considered as to their local, etc. impact not only in the short but also over the long run.

Toll for single passenger cars in HOV only lanes? how does this work elsewhere?

We have heard rumors of 'rail lines'. We are convinced, that in view of their track record elsewhere and a long list of other reasons, they should not be considered!

Georgia and the Federal Government have invested 6 years of study in this DEIS. HOV/BRT/TOL) needs to become a reality, the sooner the better, to relieve the already near intolerable current conditions on the I.75/575/285- corridor, and also in consideration of the massive influx of population expected in the near future.

Thank you for listening.
 Stella and Paul Richter
 3920 Randall Farm Rd.
 Atlanta, Ga. 30339

Comments


Attachments

1/2



Eldo

NWHOVBRT Website - Comment Form (7)

an email sent by  on 2 Aug 07 at 11:34am

To: <HOV_BRT_Comments@projectsolve.com>

Here is an information request from the Northwest Corridor HOV/BRT website.

Their first name is : Joe

Their last name is : Ruzicka

Their address is : Acworth, Ga.

Their email is : tonkastuff@hotmail.com

Add to mailing list : No

Request speaker : No

Their comments are : Please rethink this proposal, the funding for this project is misplaced and clearly not well thought out. You cannot expect the trucking industry to pay for this project and have no benefit.

Comments

41

E12

From: Sanders, Gerald J CIV USA NETCOM SE RCIO [mailto:gerald.sanders@us.army.mil]
Sent: Tue 5/22/2007 8:35 AM
To: Golden, Keith; Hamblin, Carrie B
Subject: Possible Alternative to Truck Lanes (UNCLASSIFIED)

Classification: UNCLASSIFIED

Caveats: NONE

My name is Gerald J. Sanders, I'm a resident of Acworth/Allatoona Lake area off the I-75 expressway. I work at Fort McPherson and have been carpooling daily for over 22 years. I'm one of CAPT Herb Emory's Traffic Troopers on WSB Radio, known as "Colonel Sanders." With that out of the way, I would like to suggest that consideration be given to limiting truck traffic during the morning and evening rush hours. Sounds far fetched, but as you think about it, it's doable. Keeping truck traffic off the local interstates between 6:00 - 8:30 a.m. and 4:00 - 6:30 p.m. will help immensely to move traffic along. Constructing more lanes is going to be very costly, disruptive, and disastrous should there be an incident.

Please give thought to elevated light rail running down the center of the Interstate. It'll add speed and distance to carry travelers, in to and out of, the Metro area. Of all the military assignments I've had, Vancouver, British Columbia, Canada, was the best for transportation and they had Light Rail that handled a good deal of the travelers. DO NOT let MARTA be involved in any future people mover, they need to be totally re-structured to be people friendly and security safe.

I cannot be at the Cobb Town Hall Transportation Meeting tonight, but please consider one of the above options in your planning.

Sincerely,

Gerald J. Sanders
Acworth, Georgia

a.k.a. Colonel Sanders, WSB Traffic Trooper

Oh..by the way, I am a Retired U.S. Army Colonel.

Classification: UNCLASSIFIED

Caveats: NONE



E77

NW I-75/575 HOV/BRT/TOL (2)

an email sent by Rsifen@aol.com on 12 Aug 07 at 4:45am

To: cheimer@grta.org
Cc: hov_brt_comments@projectsolve.com

Hi Crew. Please include these comments in the comments for the I-75/575 HOV/BRT/TOL project.

I am still hearing conflicting information about the truck lanes. I am hearing that trucking industry lobbying will prevent the truck lanes from being mandatory. I do not support the truck lanes unless they are mandatory.

My understanding from knowledgeable transportation professionals, is that if the truck lanes are not mandatory, they will be ineffective, and a colossal waste of money.

I cannot support optional truck lanes. Nor can I support years of delay over lawsuits from the trucking industry.

Is the HOV/BRT/TOL concept a great concept in theory? Yes. But if it cannot be implemented, let's approve a plan that can move forward now, without years of delays. That will save \$2 billion, which could be better allocated to other needed regional transportation projects.

Dropping the truck lanes will also dramatically reduce impacts on existing property owners.

Transportation solutions won't help, until they are actually completed. Let's drop the truck lanes. The HOV/BRT plan is the best plan that can move forward now.

Thanks

Ron Sifen

Get a sneak peek of the all-new AOL.com.

Comments

41

Kristine Hansen-Dederick

From: Rsifen@aol.com
Sent: Monday, August 13, 2007 2:52 AM
To: protectcobb@gmail.com; cheimer@grta.org; VanMeter, Darryl; Frank.Danchetz@arcadis-us.com; grayj@urbantrans.com; Marlow.Clowers@dot.state.ga.us; Fedora, R.Wayne; SGreen@grta.org; hovey2131@bellsouth.net; hgoreham@cobbcounty.org; davidhong@earthlink.net; david.jackson@cobbcounty.org; david.montanye@cobbcounty.org; jthompson@cobbcounty.org; Brandy.McDow@arcadis-us.com; solens@cobbcounty.org; Tim.Preece@arcadis-us.com; rhosack@cobbcounty.org; flee@cobbcounty.org
Cc: Rsifen@aol.com
Subject: Re: AA/DEIS, NW 75/575 Corridor

Hi. David has a number of good points. I would like to offer a different perspective on some of these points.

1. I agree that if truck lanes are implemented they should be mandatory. However, I would add that if they are not going to be mandatory, they should be eliminated. Non-mandatory truck lanes will be ineffective, and this is a huge expense. Dropping the truck lanes would save nearly \$2 billion. David raises an excellent point about the value (and cost) of the real estate along I-75. Dropping the truck lanes means we could go back to adding only 4 lanes, and preserve a lot of property that must be taken if we expand I-75 by 8 lanes. If mandatory truck lanes would cause years of delay for the whole project, then they aren't worth it. We need to move forward with the HOV/BRT now.

2. HOV/BRT may not be perfect, but it is by far the best solution for the corridor, and for the Region, considering all of the obstacles that we all worked through over the last 7 years. The fact that HOV lanes have been under-utilized, means that BRT operating in those HOV lanes will be able to move much faster than SOV vehicles during rush hours and other heavy traffic periods. The double use of the HOV lanes (HOV and various transit, not just BRT) is a great investment, that will provide a time-competitive alternative for commuters. This will be added capacity. Whatever traffic comes out of the SOV lanes, and into the HOV lanes, will help alleviate traffic congestion in the SOV lanes.

3. With only 5 stops at easily accessible transit stations from north Cobb to Atlanta, BRT will provide relatively "express", time-competitive service. GRTA did an excellent job on this concept. If we want to get serious about overlaying a usable regional transit system that will be utilized by suburban commuters, we can't think in terms of just I-75. We must have a system that can provide efficient links to destinations throughout the Region (such as Perimeter Center) and links to other transit lines. AND we need the cost to be something that is within the funds that we will have available. I don't support far more expensive options that can't be built due to cost, and if we did build it, it would consume funds that could have been used to implement other needed transportation solutions elsewhere in the Region. HOV/BRT accomplishes many different things, at a cost much lower than other alternatives, thereby leaving billions that may be available for other projects and other transit throughout the Region.

4. I would like to see the NW I-75/575 HOV/BRT project move forward as quickly as possible. I suspect that means eliminating the truck lanes, and approving the rest. I like the

truck lanes concept, but only if mandatory, and only if it can be implemented without delays. If truck lanes would cause years of delays, then they can't help us. We need the HOV/BRT to move forward now.

Thanks


Ron Sifen

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E32

NWHOVBRT Website - Comment Form

an email sent by  on 26 May 07 at 8:47pm

To: <HOV_BRT_Comments@projectsolveemail.com>

Here is an information request from the Northwest Corridor HOV/BRT website.

Their first name is : Ron C.W. Spencer
Their last name is : Spencer
Their address is : 2805 Pine Valley Way
Their email is : wheelronbo@yahoo.com
Add to mailing list : Yes
Request speaker : No
Their comments are : Hello,

I'm a homeowner in Cobb County and I work in buckhead, and it takes at least an hour to drive to work and back every day. I really hope this project free ups traffic and makes it easler to go to work and return.

Thank You,

Ron Spencer

Comments

1/1



I 75 / I 575 Corridor

an email sent by Bill Staton on 12 Aug 07 at 8:28pm

E76

To: <hov_brt_comments@projectsolve.com>

Dear Sir:

This letter is in response to the request made by the DEIS to comment on the I 75 / I 575 corridor and the changes that are in the planning stages.

My husband and I have enjoyed living in the Woodstock area for the past 12 years. Prior to Woodstock we lived in W. Cobb since 1982. The times that we traveled to the N. Ga. Mtns., I wondered why the DIT spent money on an interstate that hardly got used. We would drive for miles and never see another car. The persons who helped make I 575 a reality were visionaries, but after it was completed, the only visionaries that followed were the developers.

Unless you live up the I 75 / I 575 corridor, no words can describe how agreeous a situation exists for people who must travel south on these interstates to try and get anywhere between the hours of 7:00 am and 9:30 am. I make no plans to travel until after these hours pass. For the people who must travel south during this time of day, I just wonder how they get to work on time. I am also removing the interfearence of accidents and bad weather, which really compounds the issue.

The proposals that are up for consideration are a day late and a few billion dollars short. Although I whole heartedly agree with the proposals, I also read that the environmental review is not slated for completion until April 2008. By that time, there will be hundreds more homes built and no telling how many businesses will exist as well. All of this is good for the local and regional economy BUT, the infrastructure, schools, roads, etc are going to be stretched to the breaking point, if they are not already. Now the bridges also need to be inspected as well.

If the impact environmental review is not slated for completion until April 2008, then when will the acutal plans be put into affect? Those of us who live in this corridor need relief yesterday. If I hear that it will take another 5 - 10 years to implemment these changes, then we are only going to set in petrafiedl gridlock. Our quality of life will surely decline. It helped a great deal to ahve the extra lane added on to the Towne Lake Exit (#8) off I 575. The cars exiting off I 575 to Towne Lake Parkway were sometimes forced to use the shoulder or stay in the existing through traffic lane heading north. This was extremely dangerous. Thanks for fixing that.

I have a suggestion to encourage more people to embarace mass transit. If the car insurance companies would get together and offer attractive discounts for those who want to use mass transit, it might happen. Money talks and people listen when nothing else works.

The other suggestion is to have a study group come to Canton, GA., spend the night , abnd try to go south on I 575 at around 7:30 am. A picture is worth a thousand words. Pray for no wrecks or bad weather. If all else fails, then take Canton Hwy 5 to get below the massive gridlock.

Hope to hear that this issue is on the fast track and some visionairy has his / her nose to the grindstone working to resolve this traffic nightmare.

Most sincerely,

Janice Staton
Woodstock, Georgia

Comments

4/1

E35



Canton Rd "dual system Urban Interchange (2)

an email sent by  Sara Stephens on 5 Jun 07 at 3:23pm

To: <hov_brt_comments@projectsolve.com>

This is an excellent alternative to the Allgood Rd. plan. I travel the Scufflegrit Rd to Allgood Rd every day for both work and when needed to access 75South. The traffic currently on these roads is horrible and can't imagine how it would be when an access to 75 were constructed there.

I hope that you will implement this alternative plan.

Sara Stephens
Marietta 30062

Comments

1/1

E37



Northwest I75/I575 HOV/BRT

an email sent by Laughrldge Taffy on 6 Jun 07 at 10:38am

To: <hov_brt_comments@projectsolvemail.com>

As a short range project, I will agree that these measures are needed. However, Georgia needs to get out of the 20th century and into a new era. Georgia must implement mass rapid transit that is safe, fast and convenient. If we continue to allow the number of trucks and cars to increase and thereby increasing the pollution, life as we know it is will cease. We need to consider the consequences of our actions and inactions on future generations. Forget the politics and the greed of the major highway construction related companies. Do what is right for the people of the state!

Comments

1/1

EPF

From: jamesdthompson@bellsouth.net [mailto:jamesdthompson@bellsouth.net]

Sent: Friday, June 08, 2007 11:01 AM

To: hov_brt_comments@projectsolvemail.com; Crew Heimer;
darryl.vanmeter@dot.state.ga.us

Subject: HOV/BRT/TOL plan recommended for approval in the DEIS.

Please take the following comments into consideration:

* The HOV/BRT/TOL plan, as recommended in the DEIS is the best plan for relieving traffic congestion, improving safety, and improving air quality in the Northwest Corridor

* The HOV/BRT/TOL plan is the best plan for meeting the needs of commuters in the Northwest Corridor.

* Decisions to be made on toll options should seek the option that will perform the best, while also selecting the most cost-effective alternative for this project. Optimizing safety should also be considered.

* Truck lanes should be on the inside, due to cost savings and less noise.

* This project should not be delayed with speculative new studies into other flawed alternatives, such as light rail, that have already been eliminated due to the combination of higher cost, much longer trip times due to the longer route, and much worse effectiveness in meeting the needs of Cobb commuters. We do not need years of delays for new studies of issues that have already been resolved.

* The Region has significant need for a variety of transportation improvements but funds are limited. We do not need to allocate more funds to this project at the cost of taking funds away from other important regional transportation projects.

* The HOV/BRT/TOL project should be approved now, and move ahead now, so that we can begin to improve traffic congestion, safety, and air quality in the Northwest Corridor in the next few years.

E47

Kristine Hansen-Dederick

From: Linda Thompson [C531129622@mindspring.com]
Sent: Wednesday, May 23, 2007 8:31 PM
To: Kristine Hansen-Dederick
Subject: Reply: Northwest Corridor Project
Attachments: _AVG certification_.txt

Kristine,

I have attended many meetings about the proposed corridor. Yet, Sam Olens recently reported in the MDJ that there's not money to complete this project. So, I'm not wasting my time anymore. The more things change, the more they stay the same.

Regards,

Linda

At 10:01 AM 5/23/2007, you wrote:

Hello-

This message is to update you on important happenings in the Northwest Corridor Project:

- The Spring 2007 edition of the project newsletter is released! Attached is a copy for your convenience.
- The Station Area Development Planning (SADP) Executive Summary and Final Report are posted to the project website. Please visit www.nwhovbrt.com to read the reports chronicling the SADP efforts to date.

This email is also a reminder for the upcoming Public Information Open Houses for the Northwest Corridor Project. Again, the meetings are as follows:

Tuesday, May 29, 2007

5:00- 8:00PM

Cobb Civic Center

548 S. Marietta Pkwy

Marietta, GA 30060

Thursday, May 31, 2007

1/1

EZ7



NWHOVBRT Website - Comment Form (2)

an email sent by on 16 May 07 at 2:52pm

To: <HOV_BRT_Comments@projectsolve.com>

Here is an information request from the Northwest Corridor HOV/BRT website.

Their first name is : Tammy
 Their last name is : Trout
 Their address is : 2419 Tuxedo Drive Marietta, Ga 30067
 Their email is : ttrout@mindspring.com
 Add to mailing list : No
 Request speaker : No

Their comments are : Unfortunately, I work downtown and travel fequently, which prevents my attendance at the upcoming public hearings. However, I still want to express my EXTREME distress over this proposal. Homeowners in the affected areas already suffer from stagnant property values (despite increasing property taxes) that will plummet if this project procedes. Many in my neighborhood will lose value on their investment of 20+ years in their homes. If I could afford to, I'd move immediately to Dekalb county to escape this upcoming nightmare. This will no doubt increase crime rates, decrease property values and create a decade of horrendous traffic -- since we all know this will take at least that long to complete. As evidenced by the GA 400 project, taxpayers won't be fooled into any type of temporary toll situation this time. I couldn't be more opposed to this proposal. The BRT portion will have such limited service potential that it will be virtually useless to anyone working downtown. Adding lanes to an already horrific interchange situation in the 75/285 area will create nothing but confusion for those from out of town and will make an already treacherous commute even more painful. Again, if I can find any possible way, I'm selling my home as soon as possible to escape being anywhere near this project. Not that it will matter to the DOT, but my neighbors all completely concur and all are attempting to flee to Dekalb to retain some sort of investment value in our homes.

Tammy Trout

Tammy Trout

Comments

4/1

E36



hov lanes - proposed I-75/I-575 project

an email sent by Sherry Van Houten on 6 Jun 07 at 1:49pm

To: "hov_brt_comments@projectsolve.com" <hov_brt_comments@projectsolve.com>

Overall, I am glad to see the expansion of the hov lanes and the addition of truck lanes. As a user of the hov lane on I-75 for many years, I have a couple of comments:

My car-pool partner and I have found it very difficult to find another person to join us. We both feel rather than limiting the hov lane to 3+ people in a car, it might be better to limit it to 2 licensed drivers per car, thereby ensuring that at least one other car would be taken off the roads. (A mother/father and child would not decrease the number of cars on the highway).

For the truck drivers convenience, it is good to have more than one restricted truck lane so that slower loads will not impede other trucks. It should help cut down the number of cars cutting sharply and unsafely in front of truckers, while at the same time reduce the number of truckers who nearly side-swipe cars. We have seen both occur over the years, but more often the cars are at fault.

Thirdly, I am not happy about the talk of making the hov lane a toll road. I feel it would penalize us for trying to do our part, and frankly, our carpool would no longer use the hov lane if this were to happen. Also, I am wondering if making the hov lane a general use car lane instead of a tolled hov lane wouldn't be more beneficial in terms of spreading the traffic load.

If mass transit would easily go to my work place I might utilize it.

Thank you for your consideration.
Sherry Van Houten

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Comments

11

EZS



HOV/BRT STATION AT ALLGOOD (2)

an email sent by  Obwarden2@aol.com on 29 May 07 at 2:18pm

To: hov_brt_comments@projectsolve.com

Please reconsider putting the station at Allgood and put it nearer the Highway 5 intersection instead.

Thank you for your consideration.

Oleada and Bill Warden
3436 Windridge Drive
Marietta, GA 30066

See what's free at AOL.com.

Comments

1/1

Darryl D. VanMeter, P.E.
NW Corridor HOV/BRT Project Manager
GDOT

F79

Crew Haimer
NW Corridor Transit Project Manager
GRTA

Re: AA/DEIS, Northwest I-75/ I-575 Corridor

I am a resident of Cobb County and a member of the revive285 CAC. My research for the revive285 initiative caused me to spend some time studying the subject documents. I have read the Executive Summary and Section 4 of the AA/DEIS entitled "Transportation Impacts", and would like to offer a few comments or questions for your consideration. In random order they follow:

1. Paulding County's future transportation/ transit needs will impose a severe and growing burden upon Cobb County and the I-75 corridor. Please consider adding Paulding and possibly, Bartow County, to the Study Area of this project.
2. Care must be taken to avoid collision between alternatives selected on this project and alternatives under consideration by adjoining projects such as revive285. For example, it would be good to have compatibility between truck lane parameters on I-75 and those on I-285. Even though this project is corridor specific, the design must be regional. What are your plans to transparently coordinate the various projects in the region?
3. I was unable to find any discussion regarding commuter travel to and from the BRT stations and/or the interstates. Can you point me to this information, if it exists?
4. Funding of transportation improvements is a challenge which promises to continue into the foreseeable future. Can the project be divided into prioritized components with associated cost estimates? For example:
Priority #1: 75/285 interchange, \$100mm;
Priority #2: 75/Windy Hill interchange \$75mm;
Priority #3: TOL, \$125mm;
Priority #4: HOV, \$130mm, etc.
5. Recent developments of ultra-light people mover technologies have expanded our range of feasible solutions. Is there any plan to consider incorporation of ultra-light transit options into the final EIS? The benefits could help to offset certain environmental obstacles and would certainly be of benefit to the user.

6. An opinion: Truck lanes should be mandatory for Heavy Duty trucks by-passing Atlanta. If tolls are to be levied, they should be based on day and time of day. They should be toll-free between 7:30 PM and 5:30 AM weekdays, and all weekends. Other trucks should not be permitted to use the truck lanes at any time.
7. Historically, the metro-Atlanta HOV lanes have been sparsely utilized. Have you considered multi-modal EXPRESS (bypass) lanes for use by all through-traffic, including Heavy Duty trucks? i.e., all through-traffic would use 3 left lanes, barrier separated from all local traffic to the right. Just a thought.
8. Property along the corridor in Cobb County is valued at a premium. Specific focus should be given to avoid consumption of this high value land for any other than premium uses. Parking is not a good use for this kind of real estate.
9. Another opinion: Beyond their appealing image, compared to express buses and other options, I can find no reason to justify the cost and inflexibility of BRT. Count me as a "NO" vote on this alternative.
10. This AA/DEIS document is an extraordinary piece of work, in both form and substance. Please extend my compliments to the people who developed it. Outstanding!

Thank you for your consideration. Please contact me if any of the above is unclear.


Respectfully,

David P. Welden
PROTECT COBB
Powder Springs, GA
770.943.2025

E31



NWHOVBRT Website - Comment Form (6)

an email sent by  on 29 May 07 at 9:38am

To: <HOV_BRT_Comments@projectsolve.com>

Here is an information request from the Northwest Corridor HOV/BRT website.

Their first name is : Carol
Their last name is : Westbrook
Their address is : 2545 Jewell Dr. Marietta 30066
Their email is : Carol.Westbrooks@WellStar.org
Add to mailing list : No
Request speaker : No
Their comments are : Considering the HOV access at Algood road. I would prefer the Alternative Plan that adds access just south of the Canton Road Connector.

Thank you.

Carol Westbrook

Comments

1/1

ES

From: Jeff White [mailto:jawwhite@bellsouth.net]
Sent: Thursday, May 31, 2007 2:54 PM
To: Crew Heimer
Subject: HOV/BRT/TOL

Greetings,

As Vinings residents who plan on living in this area for quite a long time, we would like to express our support for the HOV/BRT/TOL plan as shown currently from the 6 year review. Below are a few bullet statements to reinforce the solid decision making taking place.

* The HOV/BRT/TOL plan, as recommended in the DEIS is the best plan for relieving traffic congestion, improving safety, and improving air quality in the Northwest Corridor

* The HOV/BRT/TOL plan is the best plan for meeting the needs of commuters in the Northwest Corridor.

* Decisions to be made on toll options should seek the option that will perform the best, while also selecting the most cost-effective alternative for this project. Optimizing safety should also be considered.

* Truck lanes should be on the inside, due to cost savings and less noise.

* This project should not be delayed with speculative new studies into other flawed alternatives, such as light rail, that have already been eliminated due to the combination of higher cost, much longer trip times due to the longer route, and much worse effectiveness in meeting the needs of Cobb commuters. We do not need years of delays for new studies of issues that have already been resolved.

* The Region has significant need for a variety of transportation improvements but funds are limited. We do not need to allocate more funds to this project at the cost of taking funds away from other important regional transportation projects.

* The HOV/BRT/TOL project should be approved now, and move ahead now, so that we can begin to improve traffic congestion, safety, and air quality in the Northwest Corridor in the next few years.

Sincerely,

Kingsly and Jeff White

E9

From: Williams, Michelle [mailto:Michelle.Williams@alston.com]
Sent: Thu 5/31/2007 2:26 PM
To: hov_brt_comments@projectsolvemail.com; chelmer@grta.org; VanMeter, Darryl
Cc: Harvey Cain
Subject: VHA Northwest Corridor recommendations

I live in Vinings and I vote. I concur with the Vinings Homeowners Association's support of the current DEIS recommendations.

The Region would not be well-served by abandoning 6 years of work that has excellent community support, in exchange for a more expensive, less effective plan, that is known to have problems that may be difficult to resolve.

I support the HOV/BRT/TOL plan recommended for approval in the DEIS.

The HOV/BRT/TOL plan, as recommended in the DEIS is the best plan for relieving traffic congestion, improving safety, and improving air quality in the Northwest Corridor

The HOV/BRT/TOL plan is the best plan for meeting the needs of commuters in the Northwest Corridor.

Decisions to be made on toll options should seek the option that will perform the best, while also selecting the most cost-effective alternative for this project. Optimizing safety should also be considered.

Truck lanes should be on the inside, due to cost savings and less noise.

This project should not be delayed with speculative new studies into other flawed alternatives, such as light rail, that have already been eliminated due to the combination of higher cost, much longer trip times due to the longer route, and much worse effectiveness in meeting the needs of Cobb commuters. We do not need years of delays for new studies of issues that have already been resolved.

The Region has significant need for a variety of transportation improvements but funds are limited. We do not need to allocate more funds to this project at the cost of taking funds away from other important regional transportation projects.

The HOV/BRT/TOL project should be approved now, and move ahead now, so that we can begin to improve traffic congestion, safety, and air quality in the Northwest Corridor in the next few years.

Thank you.

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