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Land Acknowledgment

Beginning with the forced removal of Indigenous Peoples and continuing through the implementation of anti-Black public policies and redevelopment practices, Atlanta is no stranger to the displacement of indigenous people and the destruction of African American communities. It is woven into the very origin story of our city.

We are on the traditional homelands of the Muscogee Creek and Cherokee Peoples. These Indigenous people were displaced through violence and governmental policies in the 1830s to make room for European settlers. Atlanta was built on top of thriving trade routes that connected Appalachia to the Sea and was home to ceremonial grounds and vibrant communities.

Our acknowledgement comes with responsibility. As we steward the land of the largest infrastructure project this city has ever seen, we recognize the historical trauma and continued displacement along with the great responsibility we have for ensuring equitable access to all the benefits the Atlanta Beltline has, can, and will bring to our communities.

To learn whose land you are on, visit: www.native-land.ca



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Citywide Conversation: Beltline Transit Study

September 3, 2026





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Data Collection

In order to meet our promise of a Beltline for all, we are working to collect demographic and geographic information from our participants. This information is strictly for internal reference and research purposes only to guide us in outreach and public engagement efforts and will not be distributed to other organizations.



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Hybrid Meeting Format

- If you are in-person, please remember to register for parking using the QR code.
- If you are viewing virtually, your line is muted and you won't be able to share your video or screen during the meeting.
- A recording of this meeting, the presentation and all other supporting materials will be made available online at www.beltline.org/meetings.
- If you are having technical difficulties during the meeting, please email engage@atlbeltline.org.





Our Vision

To be the catalyst for making Atlanta a global beacon for equitable, inclusive, and sustainable life.

22

MILES

of pedestrian-
friendly rail transit

1,100

ACRES

of environmental
cleanup

33

MILES

of multi-use
urban trails

1,300

ACRES

of new
greenspace

\$10B

in economic
development

50K

PERMANENT
JOBS

5,600

UNITS

of affordable
workforce housing

48K

CONSTRUCTION
JOBS



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Agenda

- **Welcome**
- **Project Overview and Engagement Recap**
- **Project Phases**
- **Project Recap and Next Steps**



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Project Overview and Engagement Recap



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Welcome

What is the Beltline Transit Study?

The Beltline Transit Study (BTS) consolidates years of prior work into a holistic plan for high-capacity light rail transit along the Beltline corridor.

The Study coordinates the individual needs of each Beltline area yet also considers the larger system.

The solutions identified in this study aim to integrate Beltline Transit with the Beltline Trail and MARTA rail for a unified mobility network that can support the needs of growing Atlanta neighborhoods.

Connectivity



Provide frequent and reliable transportation that connects people and commerce

Sustainability



Create a sustainable transportation network connecting whole communities with services and amenities

Equity and Inclusion



Contribute to accessible and equitable mobility options for all users along the study corridor

Implementation and Operations



Develop a high quality, community-supported transit investment



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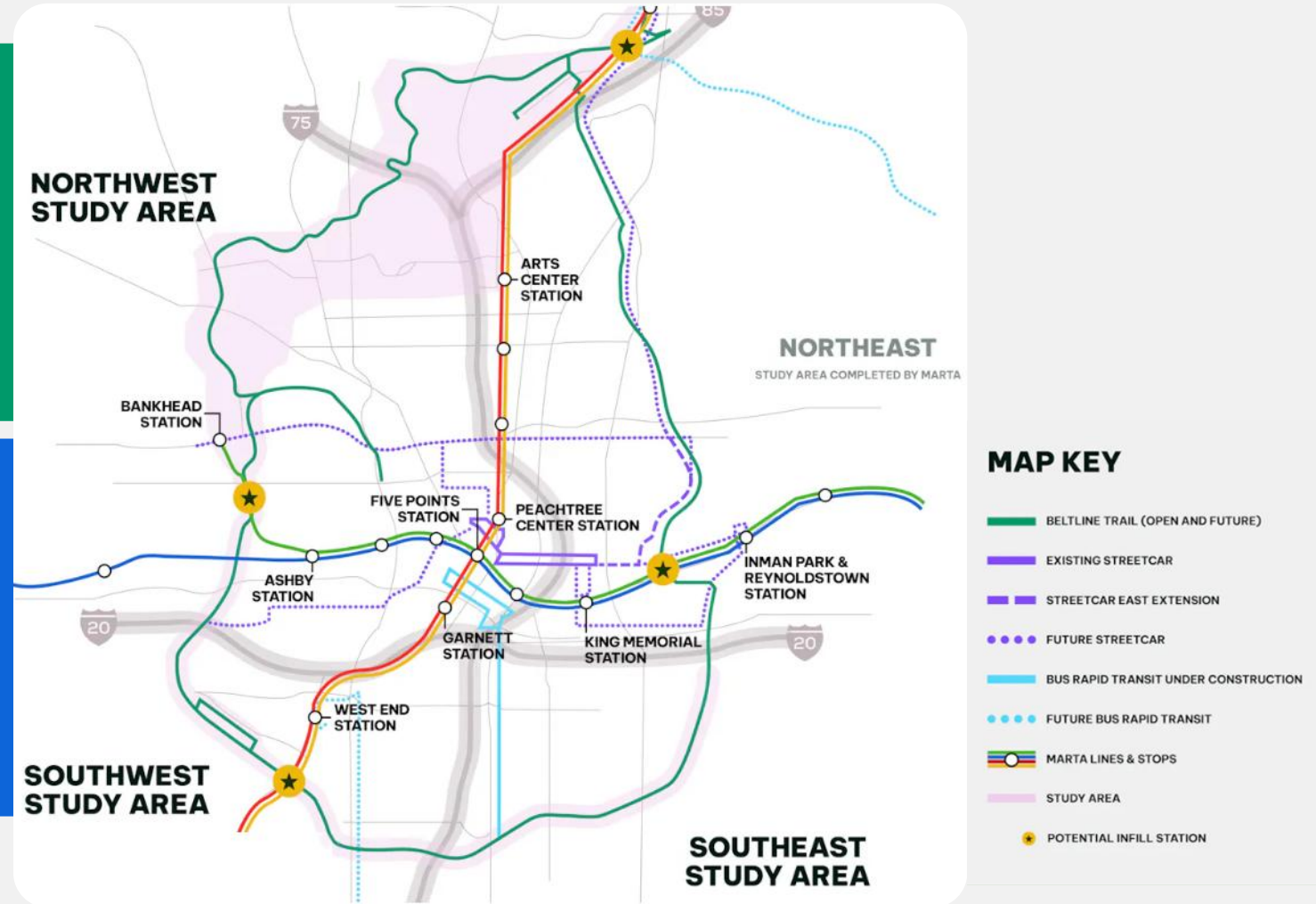
Project Needs, Goals and Study Area

Needs

- Improve mobility and safety
- Increase connectivity
- Advance Beltline economic development goals

Goals

- Connectivity
- Sustainability
- Mobility Access
- Implementation & Operations





Community Engagement Stats

Metric	Goal	Actual (thru 2025)	% of Goal
Total Outreach Activities (Meetings and Pop-Ups)	50	49	98%
Total People Engaged	3,805	13,045	343%
Total Project Website Visits	2,000	8,970	449%
Total Online Survey Responses	380	2,623	690%

Social Media	Thru 2025
Posts	38
Reach	498,763
Engagements	32,612
Subscribers	2,140

Community Conversations	Meeting Dates
Project Kick-Off	Oct. 2, 2023
Progress Report	Sept. 26, 2024
Draft Recommendations	Aug. 12, 2025
Final Report	Sept. 3, 2026

Past meeting records can be found at youtube.com/@beltlineatl



Community Engagement Key Themes

- **Transit Support and Concerns:**

- Advocacy for improved connectivity
- Coupled with concerns related to cost
- Safety
- Environmental preservation

- **Community Impact:**

- Emphasis on equitable planning
- Mitigation of gentrification impacts
- Prioritization of accessibility for transit-dependent populations

- **Station Locations:**

- Suggestions for addressing gaps in the proposed station network particularly in the SE quadrant between Boulevard and Glenwood Avenue.



Community Engagement Key Themes

- **Alignment Options:**

- Interest in alignments extending to Lindbergh rather than Armour Yards
- Evaluation of on-street and tunnel design options along Peachtree Street
- Consideration of existing and future density, connectivity to schools, MARTA, and the Summerhill BRT

- **Ridership and Service Planning:**

- Interest in ridership
- Projections for MARTA infill stations
- Existing and future density
- Reduced headway times

- **Implementation and Design:**

- Project prioritization and implementation timelines
- Costs and impacts of political shifts
- Inclusive design features such as ADA accessibility, safety, and walkability.

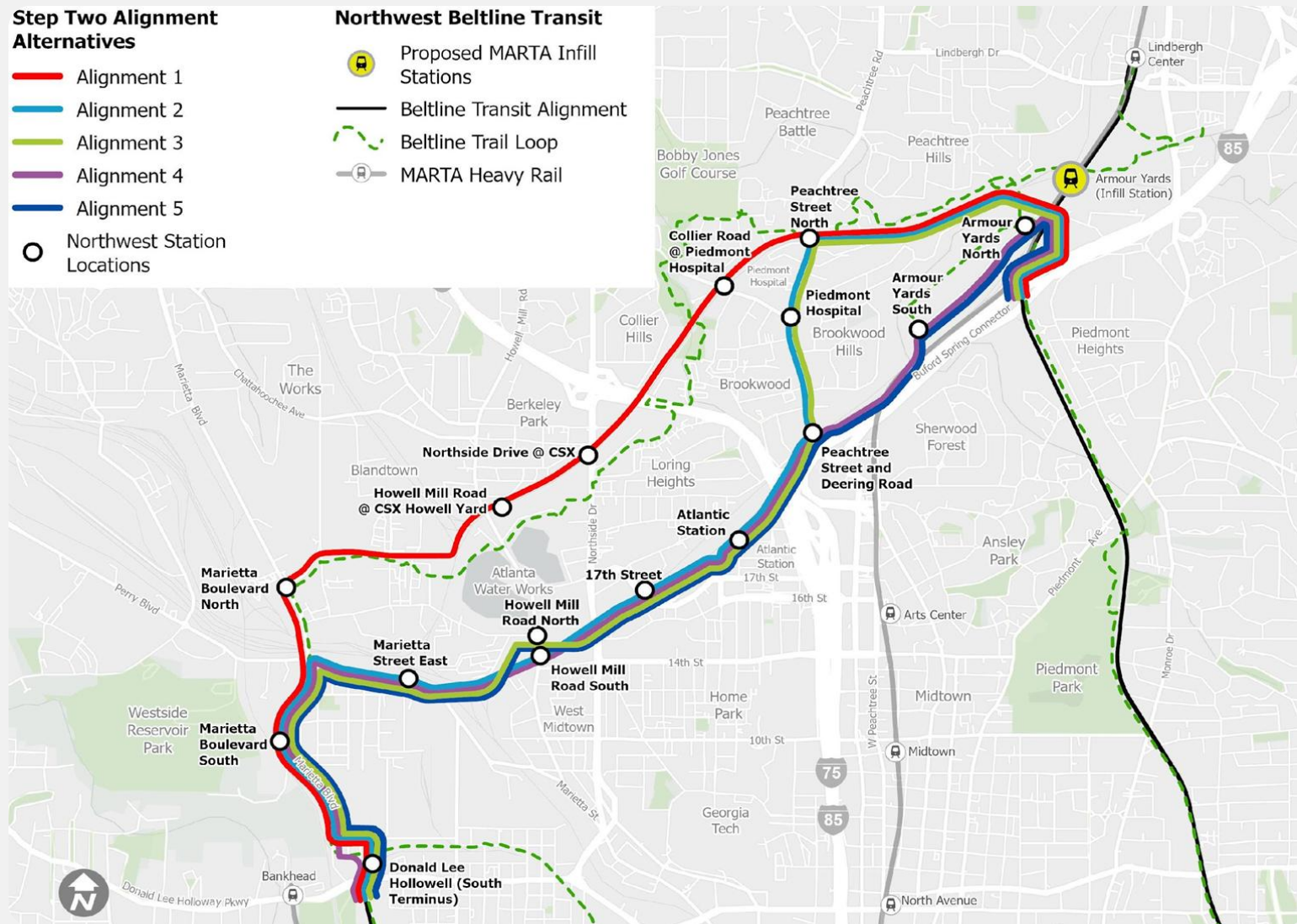
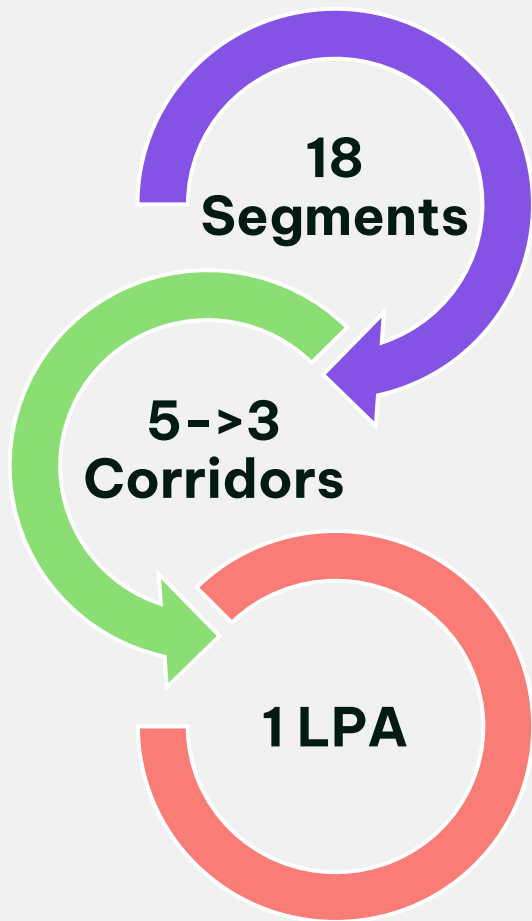


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Northwest Quadrant



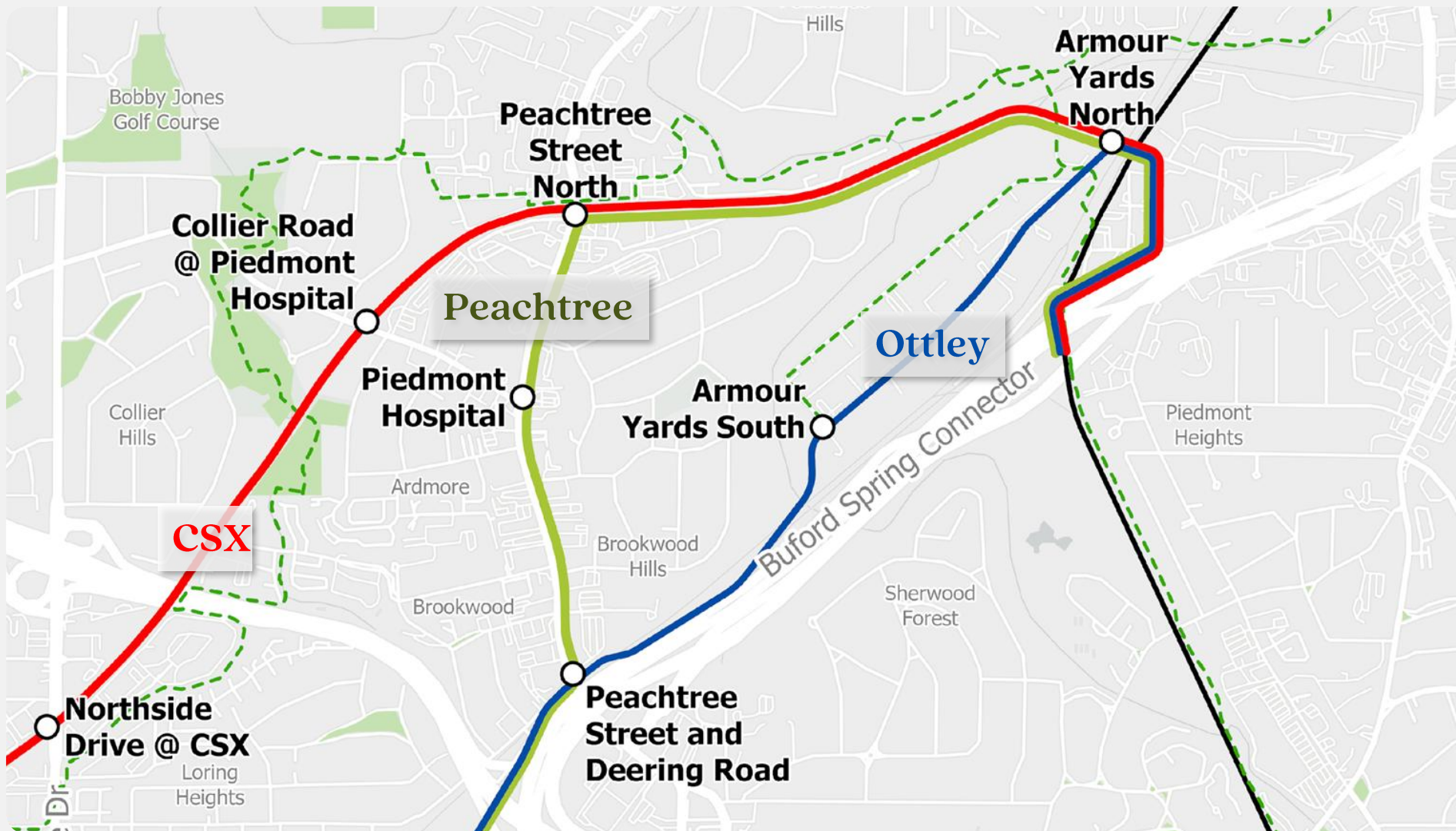
Alignment Refinement





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Top 3 Alignment Alternatives



Ottley Alignment Alternative

Benefits

- Improved access to Armour-Ottley District
 - Emergency access & transit
- Middle cost option
- State Street extension

Challenges

- NSR and I-85 ROW
- Some adjacent land uses are unlikely to densify
- Brookwood Hills Conservation easement
- No hospital access
- Lowest ridership

Peachtree Alignment Alternative

Benefits

- Direct access to Piedmont Hospital
- Highest scoring from public feedback
- State Street extension

Challenges

- Highest capital cost
- CSX right-of-way between Peachtree St and Armour Yards
- Impacts to Peachtree St
- Middle ridership

CSX Alignment Alternative

Benefits

- Fastest average speed and lowest travel time
- Direct service to Piedmont Hospital
- Conventional wisdom alignment
- Lowest capital cost
- Highest ridership

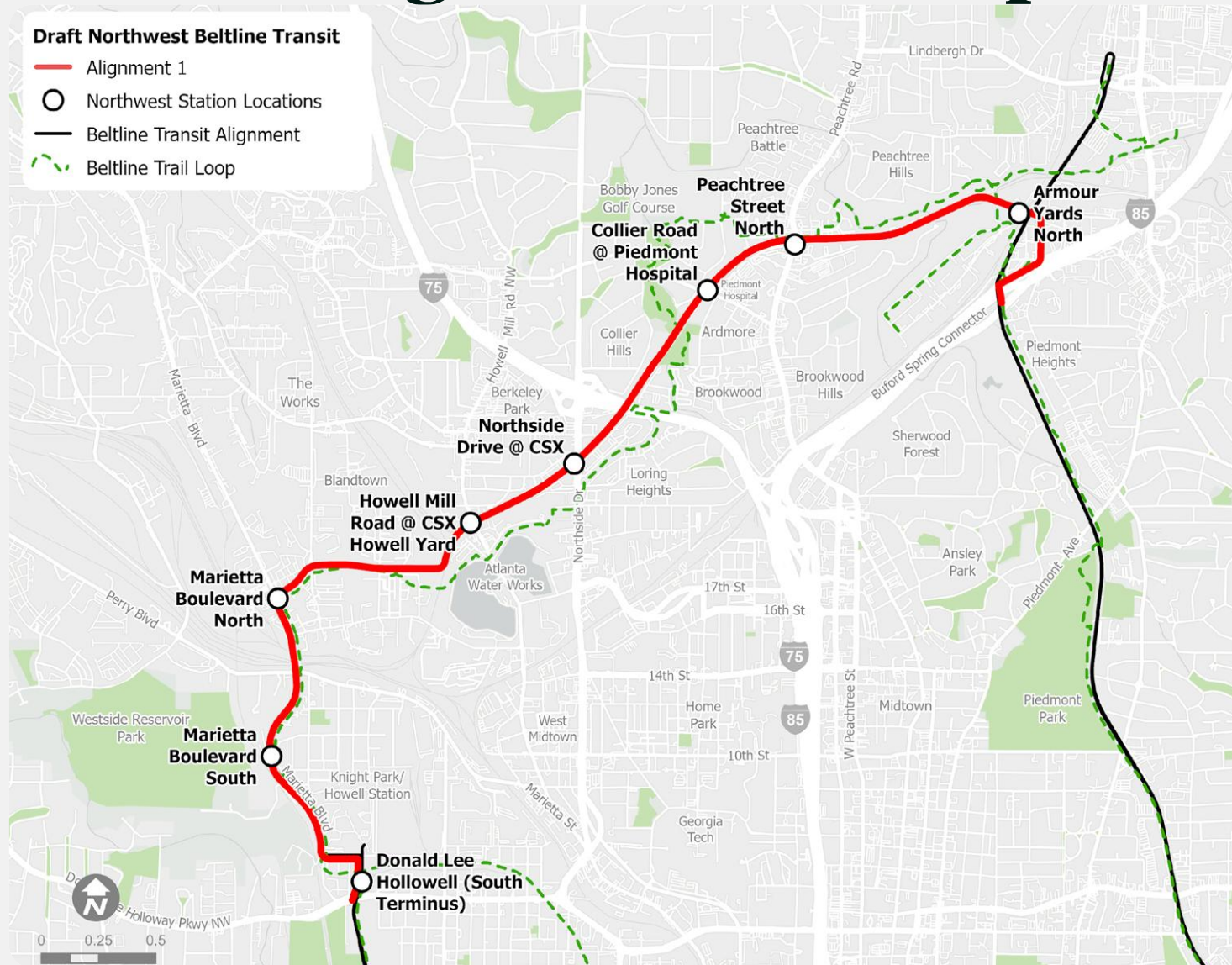
Challenges

- CSX right-of way
- Brookwood Hills Conservation easement
- Many adjacent land uses are unlikely to densify



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Preferred Alignment & Stop Locations





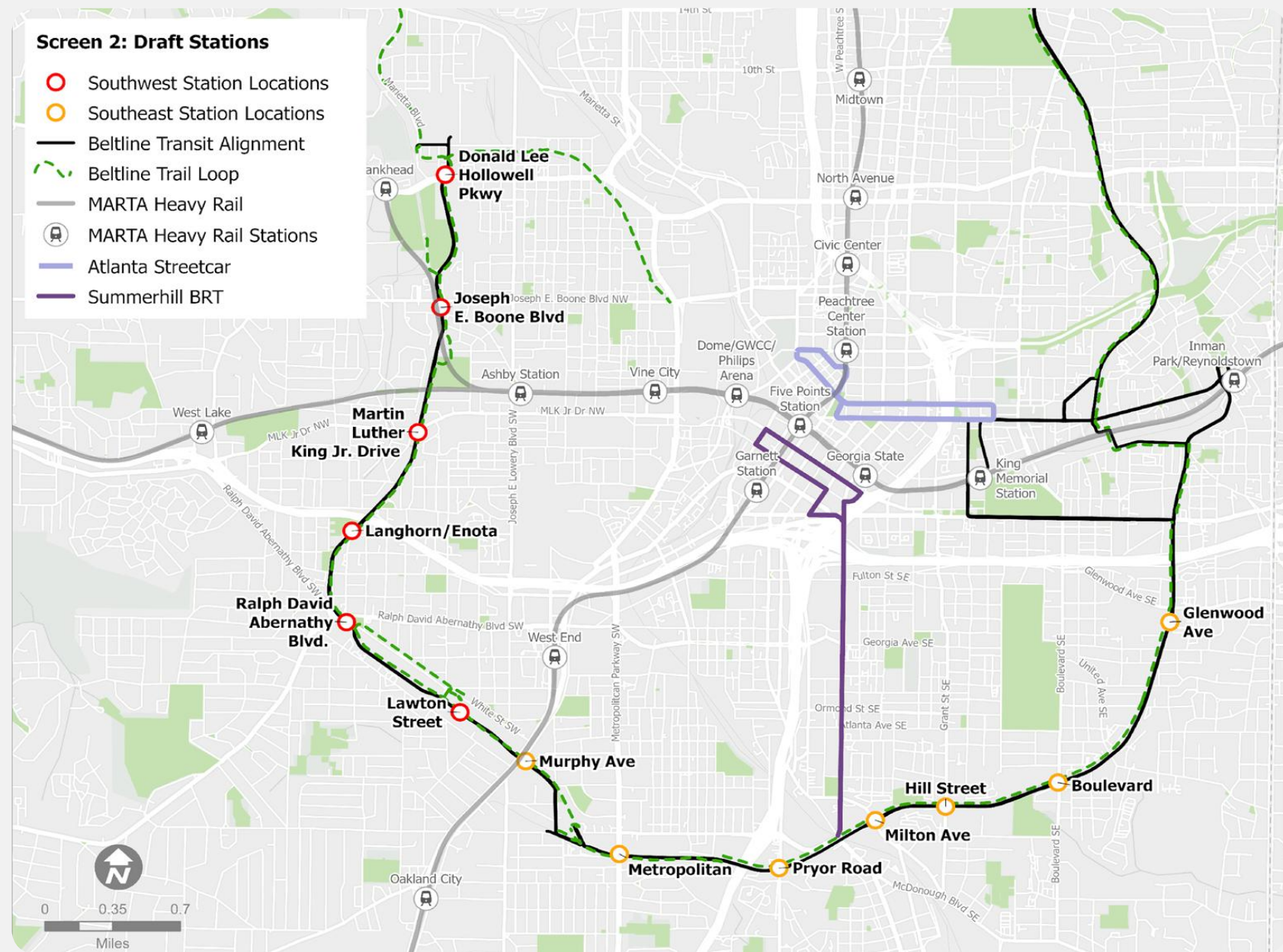
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Southwest & Southeast Quadrants



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Southwest & Southeast Quadrants





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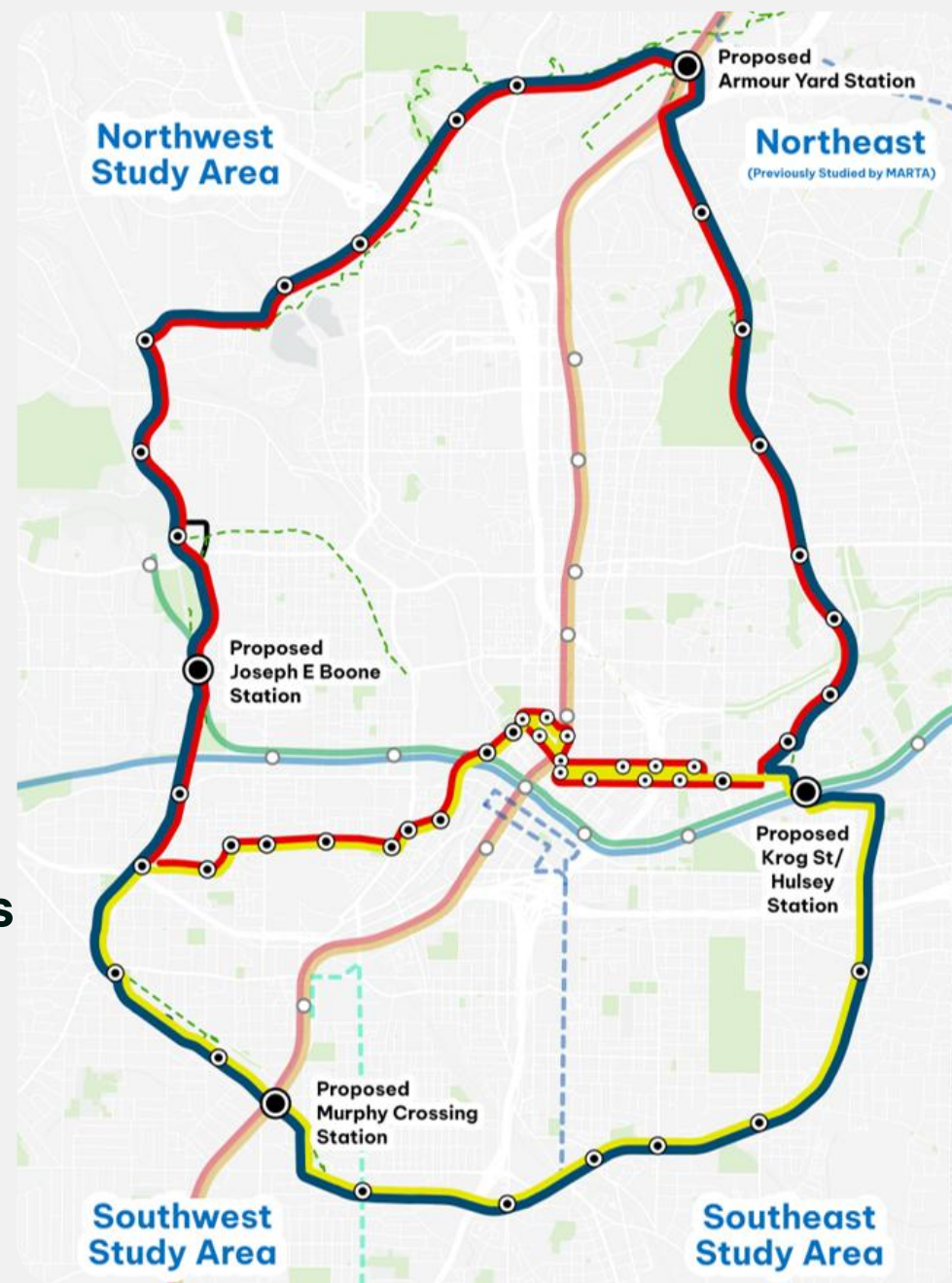
Service Planning, Ridership & Cost Modeling



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Service Plan

- 18.5 hours of daily service
 - Assuming 6:00am-12:30am
- 3 routes with bi-directional service
 - Beltline Loop (blue)
 - Northern Loop (red)
 - Southern Loop (yellow)
- 20-minute headways on each route
 - Resultant 10-min headways at platforms
- 1-Seat ride anywhere in system
- Includes MARTA HRT Infill stations

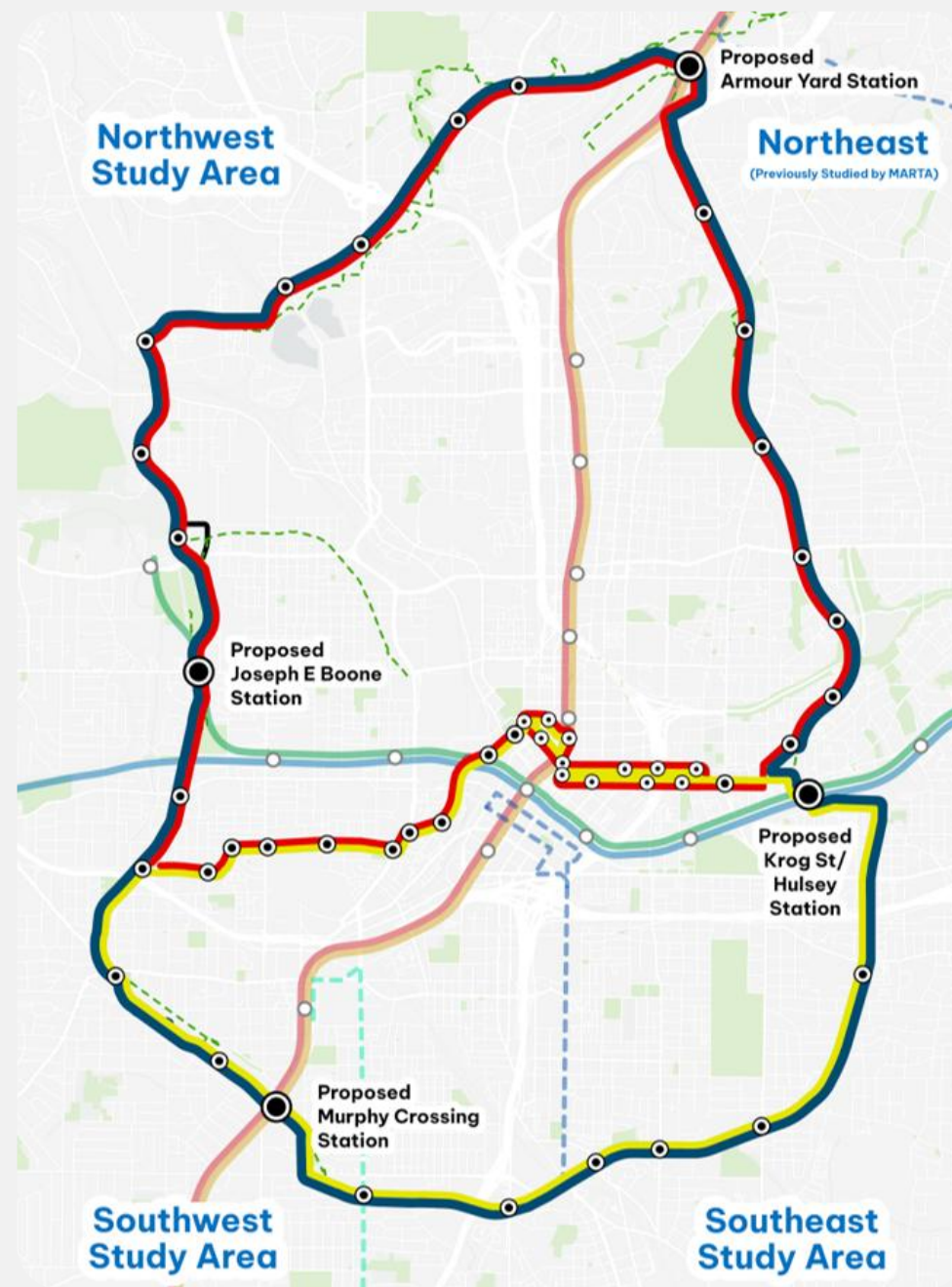




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Ridership Projections

- **Model: FTA STOPS**
 - “Simplified Trips-on-Project Software”
 - **Calibrated to Metro-Atlanta ridership**
 - September 2024
 - “Simplified” in comparison to a traditional Travel Demand Model
 - Intentionally conservative projections
 - No true accounting for land use changes





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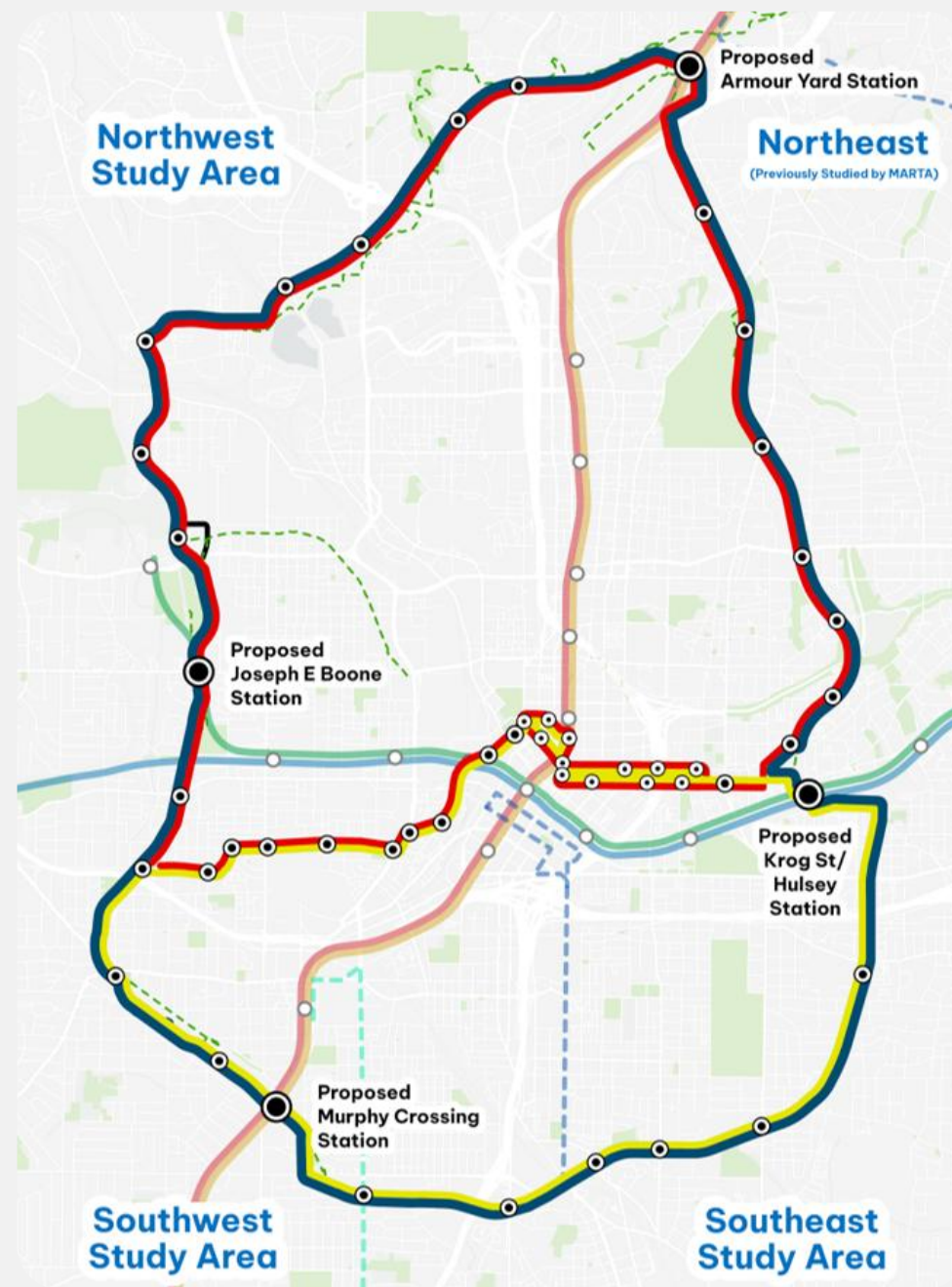
Ridership Projections

Outputs (assuming LPA)

- 4,200,000 annual unlinked trips (2024 calibration)
 - 45% Home Based Work vs. 55% Other
 - 40% Transit Dependent vs 60% Choice
 - 55% at Infill Stations
 - 21% New Transit Trips (diverted from autos)

Peer Cities (2024 National Transit Database)

- Baltimore LRT: 4,471,000 annual unlinked trips
- Charlotte LRT: 5,805,000 annual unlinked trips





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Concept Level Capital Cost Estimates (2025)

NW Quadrant

5.5 Miles

\$800M

Crosstown West

4 Miles

\$500M

SW Quadrant

3.7 Miles

\$375M

NE Quadrant

4.7 Miles

\$520M

Crosstown East

2 Miles

\$400M

SE Quadrant

4.3 Miles

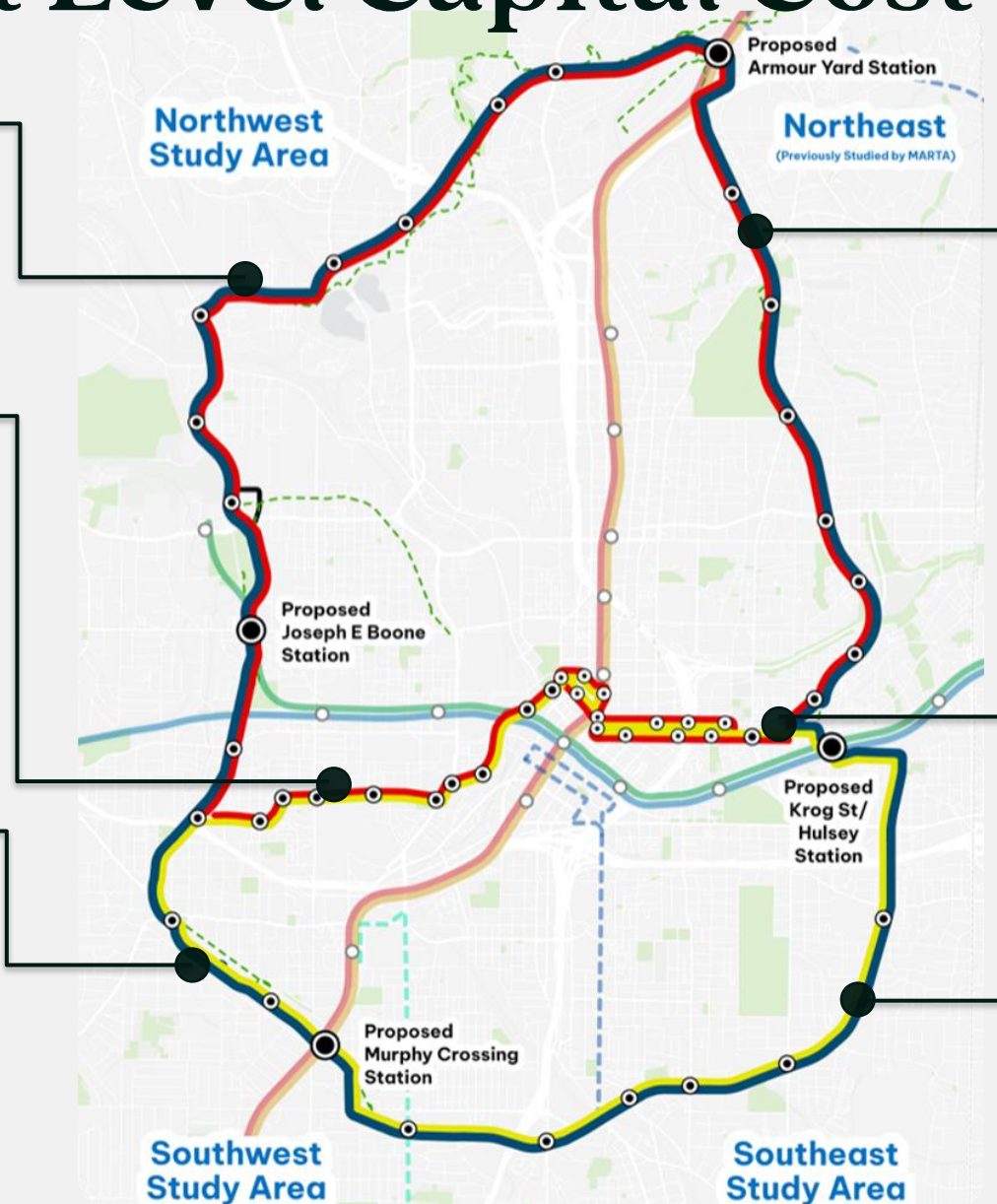
\$435M

Support Facilities

\$210M

42 Transit Vehicles

\$270M





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Project Recap and Next Steps



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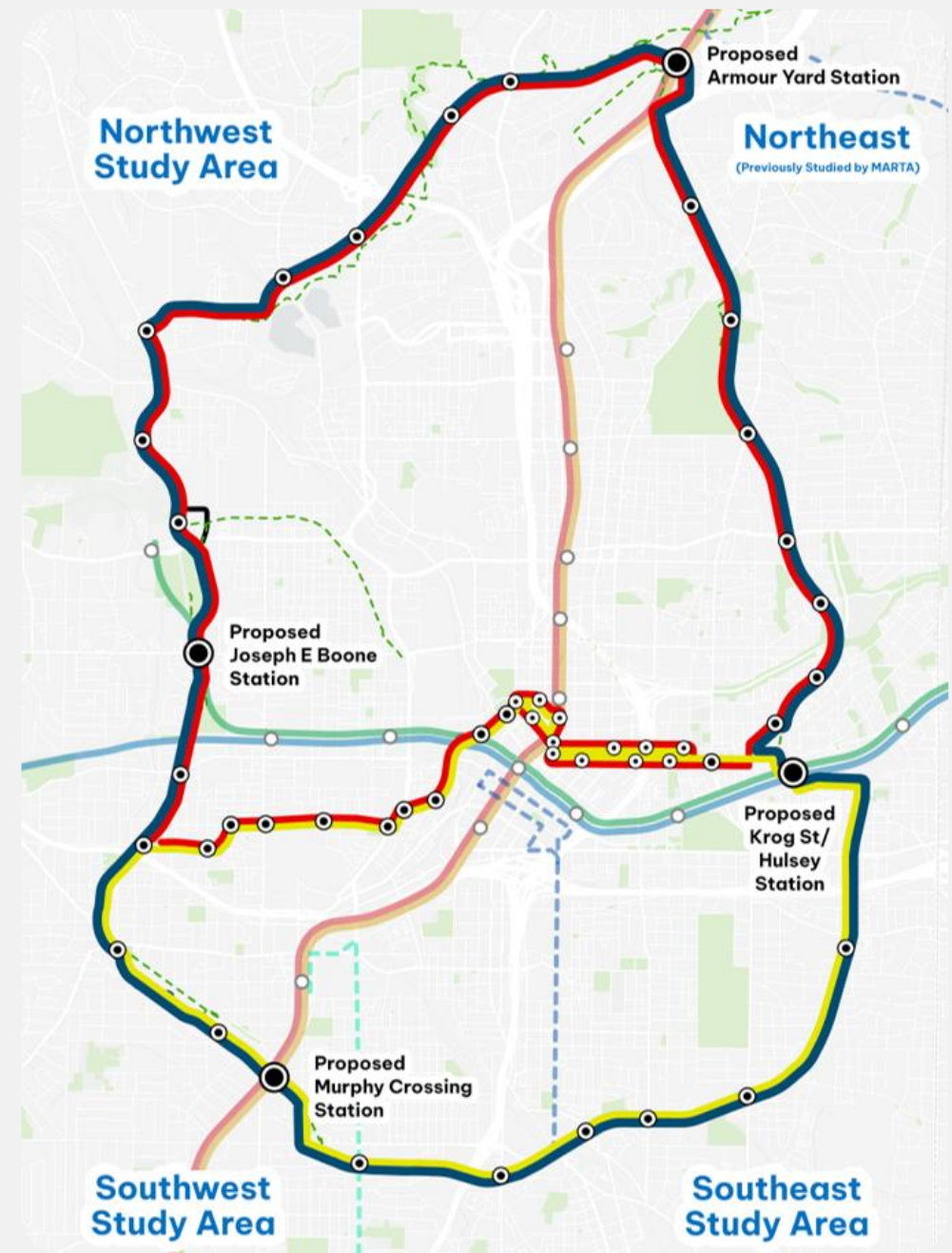
Outputs & Outcomes

Outputs

- **Locally Preferred Alternative (LPA)**
 - **NW alignment**
 - **Station locations**
- **Service plan and ridership**
- **Capital cost estimate**
 - **Quantities basis vs. cost/mile basis**

Outcomes

- **Most complete vision for LRT along the Beltline and across the City yet.**
- **Ready to dive into funding/implementation strategies and next level engineering.**

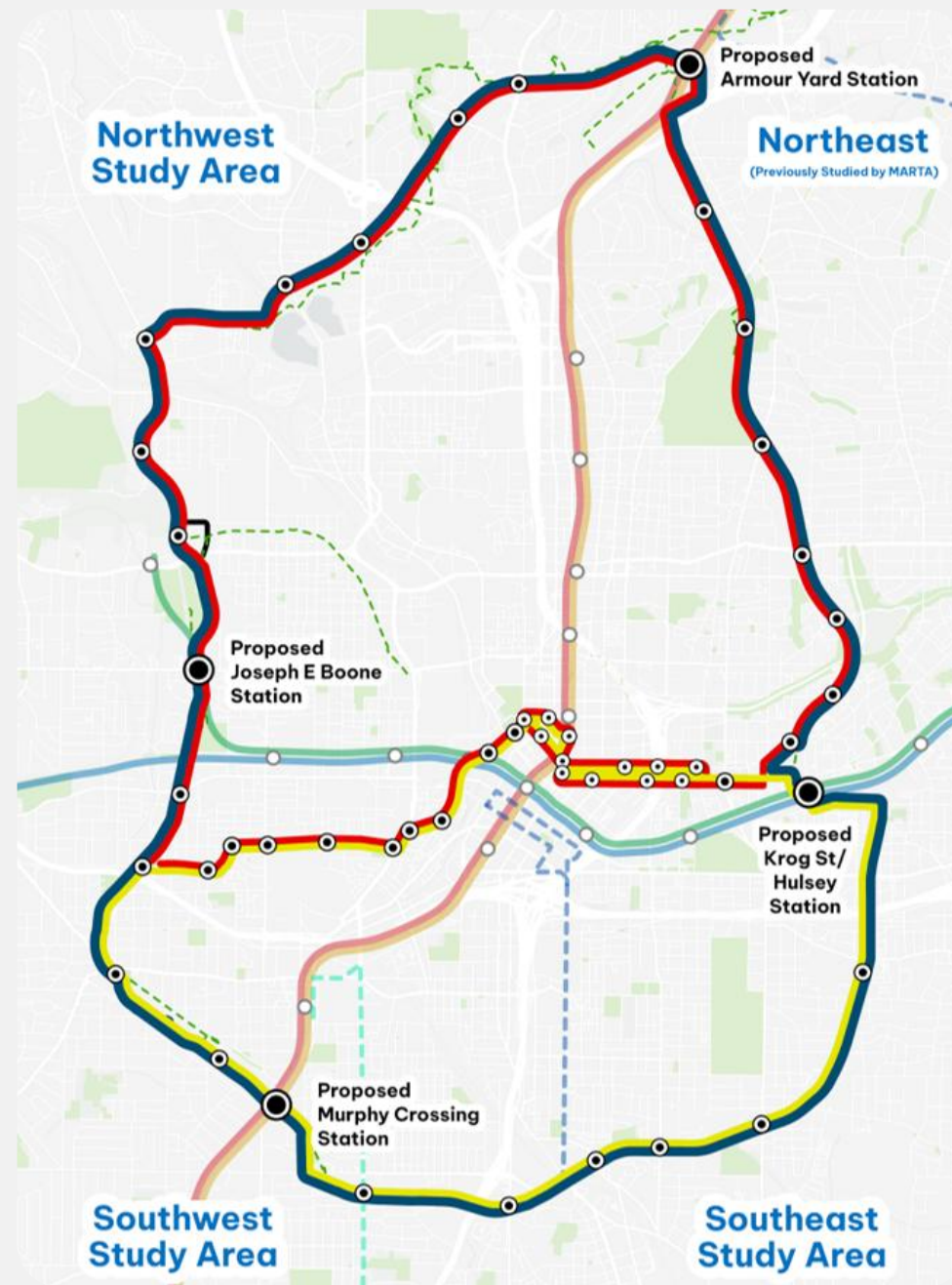




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Outstanding Technical Issues

- **Alignments**
 - MARTA Lindbergh Center Station
 - Hulsey Yard
 - Allene Ave
 - Crosstown West
- **Stations**
 - Between Boulevard and Glenwood Ave
 - Infill MARTA Stations
 - Armour Yard
 - Krog Street
 - Murphy Crossing
 - JE Boone Blvd



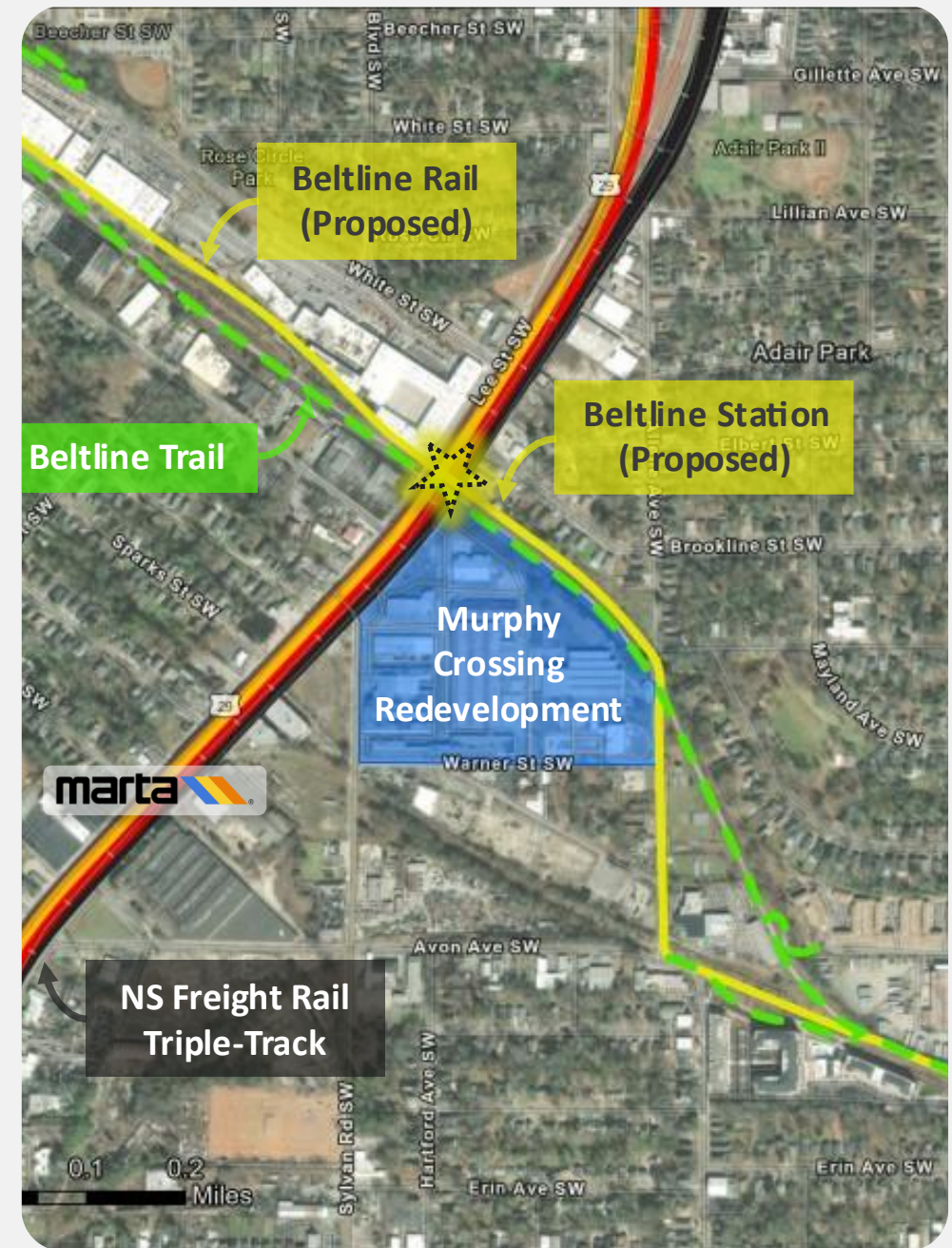


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Next Steps

Murphy Crossing Infill Station

- Determine station programming
- Develop and compare alternatives
- Determine preferred layout
- Develop capital cost estimates





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Open House Format

If you are IN-PERSON, please review the boards and other project materials. If you have questions, there are Beltline staff and consultant team members present to answer your questions.

If you are VIRTUAL, please scan the QR code or use the link in the chat to review the boards. You can submit a comments, questions, or concerns. This link will be activated until November 3.



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Virtual Open House

The virtual open house question and comment period will be open until November 3, 2026.





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Thank You for Joining!

Visit the project website:

bit.ly/ABIBTS

Contact Atlanta Beltline Community
Engagement with questions or
comments at engage@atlbeltline.org

