

1. **Why do you believe any of this can happen if the first small segment can't? Won't this all just get mired in politics and NIMBYist lobbying by the Atlanta developer-class like the Eastside Trail rail project did? Won't the next mayor just follow the tradition of scuttling it right before construction starts?**
  - To deliver transit infrastructure, there is a general phased process that needs to be followed...
    - Planning Phase: Defines the project is at a high level
    - Engineering Phase: Develops construction drawings and specs
    - Construction Phase: Physically implements the project
    - Service Phase: Operates the service, maintains the infrastructure
  - This Beltline Transit Study is an early step in the Planning Phase, but without its completion, nothing would follow.
2. **How does something like this get approved and what can we do to support that happening?**
  - You can submit an email note to [engage@atlbeltline.org](mailto:engage@atlbeltline.org) and/or you can attend our engagement meetings and make public comments as well. You are also welcome to contact City Council and the Mayor's Office to make your thoughts known.
3. **Excellent selection for the location of the Northwest rail segment! It is directly adjacent to my neighborhood and will be perfect for commuting around town. Please make the trains come more frequently than 20 minutes.**
  - With the interlining (overlapping) of the loop service, each loop would operate on 20-minute headways, but a train would arrive at each platform every 10 minutes.
4. **I would like to better understand the Eastside trail project status as it's funded and shovel ready. Can you please comment on the current priorities or reality for that first phase? Shaun has been fielding questions about the Eastside streetcar since the Mayor announced his personal preference in March. When will the ABI President and the Mayor address the public about the cancellation?**
  - The Beltline Transit Study provided significant technical information from which we are basing these draft recommendations, with final recommendations coming in Fall 2025. These recommendations define the Beltline transit program at a high-level and will be refined with further engineering through the design process. There are also political criteria, such as prioritization, associated with delivering public works

projects. The Mayor's Office has said that Beltline rail transit would first be implemented on the Southside corridor.

**5. For the Milton Ave stop, would it be possible to move it closer to the Summerhill BRT southern terminal?**

- There is significant housing density at Milton Ave and there is a BRT station at Hank Aaron Drive. Milton Ave is at-grade with Beltline corridor. Hank Aaron Drive is roughly 30' above Beltline corridor, requiring a significant ramp system. The engineering phase will be when the platform location is finalized and designed. The station needs to be sited sufficiently east of the McDonough Tunnel to allow for the second track to fully turn-out from the forced single-track condition within the McDonough Tunnel.

**6. Are the Armour Yard and Krog Street Infill stations realistically feasible given that Armour Yard is on the approaches to MARTA's rail yard and Krog Street is on a curve an one of the highest parts of the MARTA system?**

- At the idea level, both sites should be feasible, though we readily admit that these sites will be challenge to design and involve very complex construction. The infill station idea has figured into Beltline Transit Study, and previous transit planning efforts, but Beltline has not performed any engineering for the Armour and Krog Street potential infill stations to definitively determine feasibility.

**7. Better Atlanta Transit came out and specifically said that they are completely against ANY transit on the Beltline at last year's meeting with CCI. This sentiment is likely to extend to other parts of the city.**

- The Mayor's Office has said that Beltline rail transit would first be implemented on the Southside corridor.

**8. How does NIMBYism factor in the preferred alternative for the Northwest segment? I doubt the folks in Buckhead in their lower density neighborhood will be jumping on board with the idea.**

- The Beltline Transit Study is a technical document, based on technical analyses. As a standard process, we present technical findings and seek feedback from the public.

**9. Given the \$3.51 billion projected cost – modest in historical terms – what's being done at the state level, including through lobbyists, to bring Georgia funding into the Beltline Rail project? What is the funding model going forward for the build out of this transit infrastructure?**

- A mix of federal, state, local, and potentially private funding sources will likely be pursued. The final funding stack will be better defined in the implementation plan.

**10. Transit should target areas of density first to build ridership and financial viability and then expand to other areas to tie in more riders to established locations.**

- Thank you for your comment.

**11. What sort of timeline is there for the development of the implementation plan after completion of the proposals?**

- We are compiling the implementation strategy and will present it to the public when complete.

**12. How much work does the Beltline need to complete before passing the “project” to MARTA?**

- MARTA is a partner in this process, and Beltline rail planning has been coordinated with them. We need to wait for the BTS implementation strategy to help us determine how the program gets delivered.

**13. Who actually will make these decisions? Why is the mayor calling the shots? If the mayor / leadership was to abandon rail in favor of some other form of “transit”, would ABI need to start from scratch with all the studies presented today?**

- Beltline Transit Study is the technical effort to inform the political process. It is premised on the assumption of a light-rail network. The high-level design work performed as part of BTS is based on light rail transit design guidelines. To accommodate a mode other than LRT, new design work would be required.

**14. Why can this team not move faster and more quickly? In France and other countries, they do transit a lot more quickly and a lot more cheaply. Why do we need 2 years of studies when Eastside rail is shovel ready? This is unacceptable for the citizens of Atlanta. It's not what we voted for, it's not fair, it's not equitable. Frankly it shouldn't even be legal to the taxpayers and voters who voted for this. It has the appearance of a bait and switch.**

- Public infrastructure takes time to deliver. Part of the time requirement is to present project information along the way to educate the community and obtain feedback through planning, engineering, and construction. Beltline Transit Study is a beginning step and was never intended to deliver construction documents. From BTS, we have about 10% design to define future Beltline Transit and inform follow engineering work.

- France and other countries (and other cities in the USA) have significantly different cultures of public transit investment and transit usage/integration into the urban landscape.
- France and other countries also have different tort law and liability limits that are derived from their culture (or reinforce the culture you reference). In USA, management of liability is one aspect that causes projects to take longer to implement and cost more.
- Though it is farther along than other segments of Beltline or crosstown light rail, the Eastside is not yet shovel ready at 30% plans.
- We appreciate your eagerness for Beltline transit and we aim to deliver infrastructure as quickly as possible.

**15. I worry that if the southside is first to receive rail first, ridership will be minimal, and the project will be deemed a failure.**

- Thank you for your comment.

**16. I'm sure you guys don't have too much control over the construction of the new stations, but I think it would be a good idea to have color-coded tile paths on top of traditional signage to help with station navigation. Perhaps red tiles = northbound platform, gold/yellow = southbound, blue = eastbound, forest green = westbound, black = street, silver/grey = bus bay, purple = streetcar/tram, lime green = bike/walk way, and cyan/pink for restrooms?**

- Thank you for your comment.

**17. All four quadrants put together... how many Beltline transit stops... plus the four infill stations.**

- Four infill stations along the existing MARTA rail are contemplated
  - Armour, Krog, Murphy, Joe Boone
- Beltline Loop: 28 stop locations
  - NW: 7 stop locations
  - SW: 6 stop locations
  - SE: 8 stop locations
  - NE: 7 stop locations
- Crosstown Downtown: 24 stop locations
  - Includes the 12 existing stops

**18. The 3-loop network is a great solution to reducing wait and travel times while providing good connectivity. Really good thinking on that one!**

- Thank you for your comment.

**19. On the Peachtree St alignment, why can't the trains take the ROW from the existing car lanes instead of elevating the trains? I believe having a grocery store directly alongside a transit corridor is invaluable, even if it's more expensive; Not to mention all the other businesses/offices/homes alongside 17th and Atlantic station!**

- Transit-only lanes are a possibility, but if the most recent history of bike lanes on Peachtree is any indication, it is unlikely that the community would support a traffic capacity reduction for dedicated transit lanes. Our concept tried to solve for this by putting transit on an elevated guideway.

**20. Has ABI investigated where you will have to declare imminent domain?**

- No. For the current level of precision and the amount of design performed, it is premature to even consider Eminent Domain condemnations. Significantly more design needs to be performed to determine and quantify property impacts and to first negotiate required right-of-way where needed.

**21. What is the required minimum width for the rail Right of Way along the Beltline?**

- The typical section reflects double-track transit on 14' track centers, with an out-to-out of about 40'. This idealized typical section does not take into account the side-to-side elevation changes of the Beltline corridor, though design efforts will. Detailed engineering will determine how the transit guideway ties into the Beltline corridor and adjacent land uses, whether with graded slopes, walls, or bridge structures. More grading typically reduces the amount of wall or bridge structure but could require additional right-of-way acquisition.

**22. Why not start out with 15 cabs vs. the 25 cabs you are proposing?**

- I cannot answer as I do not understand the question.