

DEIS Public Comment Recap

Public comments received during the public comment period were primarily in support of the Atlanta BeltLine Project, the Preferred Alternatives and the Modern Streetcar mode. The few comments opposed to the project are focused on project need and cost.

General themes heard include:

- Satisfaction that the Atlanta BeltLine will bring transportation options and connections to underserved communities
- Recognition of the diligence MARTA and ABI have shown in working with neighborhoods and stakeholders
- Desire for continued sensitivity to community and environmental concerns in Tier 2 analysis
- Appropriateness of technology to the community
- Importance of connections to Piedmont Hospital, Westside Park and other destinations
- Enhanced community engagement as detailed analysis considers traffic effects, station and maintenance facility sighting, potential natural environment effects and project costs during the Tier 2 process

Overall, the Preferred Alternative alignments are viewed as providing the best support to the Atlanta BeltLine economic development vision. They also provide the greatest development opportunity in the northwest zone while avoiding potential conflicts with freight railroads, neighborhoods and protected lands such as the Brookwood Hills Conservation Area.

PROJECT CONTACT INFORMATION

Phone Hotline: 404-524-2070

Fax: 404-848-5132

Email: dwa_beltlinestudy@bellsouth.net

Websites: www.itsmarta.com/newsroom/beltline.html
www.beltline.org

Mail Address: Janide Sidifall
MARTA
Office of Transit System Planning
2424 Piedmont Road NE, Atlanta, GA 30324

-or-

Nathan Conable
Atlanta BeltLine, Inc.
BeltLine Corridor Environmental Study
86 Pryor Street SW, Suite 200, Atlanta, GA 30303

Next Steps

Now that the public comment period for the DEIS is complete and all comments are addressed in the Final Environmental Impact Statement (FEIS), the FEIS has been submitted to and approved by the Federal Transit Administration (FTA).

The FEIS document is available for public review and can be found at: <http://www.itsmarta.com/beltline-documents.aspx>. This is the final opportunity for public input to the Tier 1 EIS process. After a 30 day review period beginning in June, the FTA typically releases a Record of Decision (ROD), allowing the project to proceed to the Tier 2 National Environmental Policy Act (NEPA) Analysis. The NEPA process for the Atlanta BeltLine is not complete until the Tier 2 analysis is complete.

The major decisions made in the Tier 2 process are shown in the figure below. They include details on the location and configuration of the transit and trail design elements, site-specific impacts and mitigation.

Public input will be an integral part of the Tier 2 process, so make sure to be a part of making the Atlanta BeltLine become a reality!

TIER 2 ANALYSIS

DECISIONS

- MORE DETAILED TRANSIT AND TRAIL ENGINEERING
- STATION DESIGN
- CONNECTIONS TO MARTA
- REFINE ROW NEEDS
- SITE-SPECIFIC IMPACTS AND MITIGATION MEASURES

BeltLine Corridor Environmental Study Tier 1 Environmental Impact Statement Update



Preferred Alternative Selected

MARTA, in cooperation with ABI, has selected the D-Marietta Boulevard Modern Streetcar Transit Build Alternative (adjacent to, but outside of the CSX right-of-way (ROW)) as the Preferred Transit Alternative for the Atlanta BeltLine. Also selected as the Preferred Trail Alternative is a combination of the Marietta Boulevard Trail Alternative and the On-Street Trail Alternative, using the best features of each. Pages 2 and 3 of this newsletter provide more information about the Preferred Alternatives and MARTA's reasons for selecting them.

Stakeholder and public input played a significant role in MARTA's decision-making as it emphasized the importance of the differing elements of the alternatives to the community.

The Tier 1 DEIS was made available for review at libraries and key agencies throughout the City of Atlanta. The public comment period was held from July 29 to September 17, 2011. Four public hearings were held at two locations within the study area, on August 16 and 18 (see page 4 for a summary of comments).

As a result of the DEIS findings and public input, MARTA and ABI have made three major decisions:

- Preferred Transit Technology
- Preferred Transit and Trail Alternatives
- Conceptual Design

In this Issue:

Preferred Alternative Selected	1
Map of Preferred Alternatives	3
DEIS Public Comment Recap	4
Next Steps	4



The public provides input on transit and trails routes

Preferred Transit Technology

The preferred type of transit for the Atlanta BeltLine is the Modern Street Car (SC). The SC was preferred based on mode performance, community desires, and the Atlanta BeltLine operating plan of frequent stops.



Above: The City of Portland's Modern Street Car

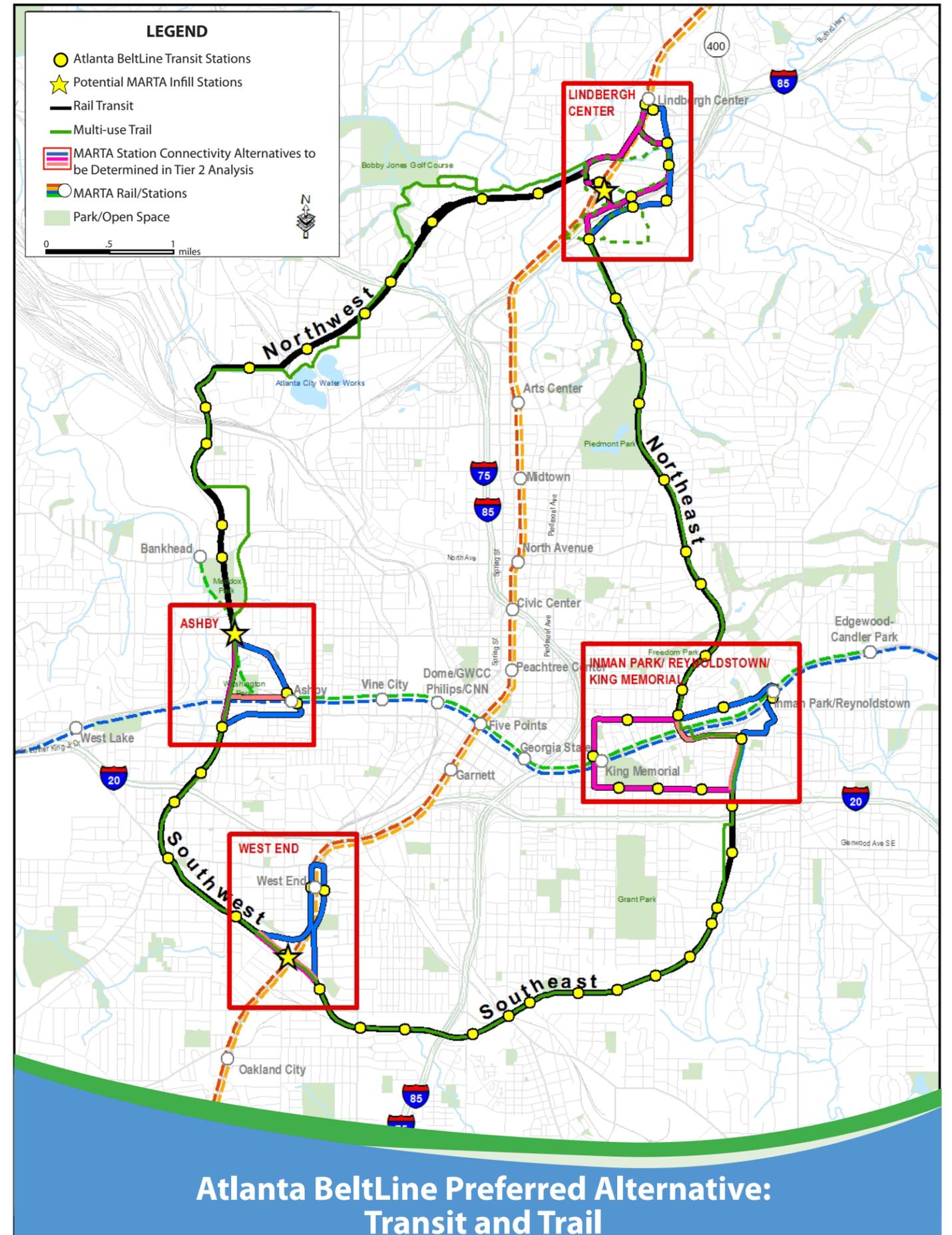
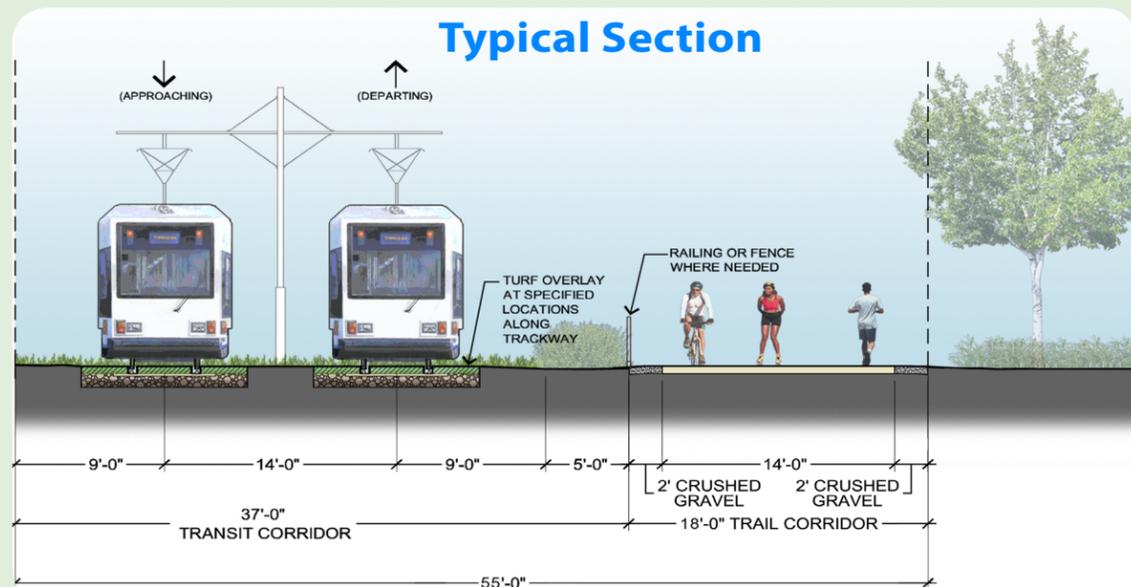
Preferred Transit and Trail Alternatives

Considering the environmental impacts and community preference, MARTA and ABI have selected the D-Marietta Boulevard SC Transit Build Alternative, shown in the map on page 3. The Transit Build Alternatives were identical in the northeast, southeast, and southwest zones. However, in the northwest zone, beginning at Joseph E. Boone Boulevard, the Preferred Alternative travels directly north on former CSX right-of-way before transitioning to an alignment using Marietta Boulevard as an in-street running section. The alignment turns east across vacant land to rejoin the area adjacent to, but outside the CSX corridor west of Howell Mill Road, and travels east toward Lindbergh Center.

For the trail alignment, the selected alternative is a mixture of the On-Street Trail and the Marietta Boulevard Trail, using the best features of each. This hybrid alignment will follow alongside the transit alternative except in the northwest, where the trail will diverge near Maddox Park, the Atlanta Water Works, and Tanyard Creek. These alignments were perceived as having the greatest potential for development in the northwest while avoiding conflicts with neighborhoods, freight railroads, and protected lands.

Conceptual Design

The illustration below depicts the typical cross-section of the Atlanta BeltLine which shows how the corridor will accommodate transit and the trail. Areas that require more attention, such as those around Lindbergh Center, Inman Park/Reynoldstown, King Memorial, West End, and Ashby stations will be addressed through a more detailed analysis in the next phase, the Tier 2 Analysis.



Atlanta BeltLine Preferred Alternative:
Transit and Trail