

Atlanta BeltLine Corridor Environmental Study Fact Sheet

July 2011

Newsletter #6

| Alignment Alternative | Required Agreements with Freight Railroads | | | Connections to Key Destinations | Other Key Differences |
|-----------------------------|--|--|--|---------------------------------|--|
| | Transit Corridor Inside Existing ROW | ROW as Needed for Construction or to Overcome Localized Spatial Constraint | Permission for Grade Separated Crossings | | |
| Transit Alternatives | | | | | |
| A- CSX Howell Jct. | ✓ | | ✓ | ✓ | • High performing - connection to the TAD • Consistent with current plans |
| B- Howell Jct. | | ✓ | ✓ | ✓ | • High performing - connection to the TAD • Consistent with current plans |
| C- CSX Marietta Blvd. | ✓ | | ✓ | ✓ | • Connects to most neighborhoods and commercial facilities • Connects to most parks • Connects to other transit services • High performing - connection to the TAD • Consistent with current plans • Adds the least amount of runoff during a storm |
| D- Marietta Blvd. | | ✓ | ✓ | ✓ | • Connects to most neighborhoods and commercial facilities • Connects to most parks • Connects to other transit services • High performing - connection to the TAD • Consistent with current plans • Adds the least amount of runoff during a storm |
| F- Atlantic Station | | ✓ | ✓ | ✓ | • Moderate performing - connection to the TAD • Low performing - potential impacts on cultural resources • High performing - low number of ecological impacts • High performing - low number of noise, vibration, and biological effects • Low performing - high number of at-grade crossings • Serves one less economic development focus area |
| Trail Alternatives | | | | | |
| Howell Jct. | NA | NA | NA | ✓ | • High performing - community benefits • Low performing - low number of potential ecological impacts |
| Marietta Blvd. | NA | NA | NA | ✓ | • High performing - community benefits • Low performing - low number of potential ecological impacts • Low performing - low number of potential for hazardous waste effects |
| On-Street | NA | NA | NA | ✓ | • High performing - access to transit and other trails • Potentially adds one additional stream impact • Has the most runoff during a storm |

¹ Percentages are of in-street running in the northwest zone only, excluding MARTA Connectivity Areas and Infill Station Alternatives which will be studied in future phases of analysis.
² Totals include the approximate number of parcels in the northwest zone only, excluding MARTA Connectivity Areas and Infill Station Alternatives which will be studied in future phases of analysis. The majority of the parcels identified are partially impacted. There are very few instances the project impacts an entire parcel. The quantities shown are subject to refinement in Tier 2 analysis. Transit and trail alignments may affect the same parcels; therefore, some parcels may be counted for both the transit and trails figures.
³ Consistency with the project vision includes location relative to the Atlanta Beltline Tax Allocation District (TAD) and proximity to areas of potential future development.

Wrapping Up the Atlanta BeltLine EIS

The Federal Transit Administration (FTA), in cooperation with the Metropolitan Atlanta Rapid Transit Authority (MARTA), and in partnership with Atlanta BeltLine, Inc. (ABI), prepared a Tier 1 Draft Environmental Impact Statement (DEIS) to examine the impacts of building transit and trails facilities in the 22-mile Atlanta BeltLine Corridor. The study addressed potential effects of transit and trail alignments and transit technology alternatives. The DEIS was conducted in accordance with the National Environmental Policy Act (NEPA) in order for the Atlanta BeltLine to be eligible for future federal funding.

The study evaluated potential environmental effects on resources such as transportation systems, land use, socioeconomics, safety, and cultural and natural resources. It also assessed the right-of-way (ROW) that would be required to build transit and trails in the Atlanta BeltLine Corridor and the type of transit technology and operating characteristics to be used, modern streetcar (SC) or light rail transit (LRT). These findings will better position MARTA and its partner, ABI, to preserve this ROW.

The alternative transit and trail alignments vary only in the northwest portion of the study area. Considering the five transit alignments and two modes, ten transit alternatives are considered as detailed below and shown on page 2:

- Four transit alternatives would use portions of the existing CSX freight rail ROW in the northwest zone:
 - A- CSX Howell Junction LRT Transit Alternative
 - A- CSX Howell Junction SC Transit Alternative
 - C- CSX Marietta Boulevard LRT Transit Alternative
 - C- CSX Marietta Boulevard SC Transit Alternative
- Four transit alternatives would be located adjacent to but outside the existing CSX freight rail ROW:
 - B- Howell Junction LRT Transit Alternative
 - B- Howell Junction SC Transit Alternative
 - D- Marietta Boulevard LRT Transit Alternative
 - D- Marietta Boulevard SC Transit Alternative
- Two transit alternatives would be located adjacent to but outside the existing Norfolk Southern freight rail corridor:
 - F- Atlantic Station LRT Transit Alternative
 - F- Atlantic Station SC Transit Alternative

The transit alternatives considered are designated A, B, C, D, and F. The transit alternatives designated E- Norfolk Southern Alternatives, were eliminated from consideration after coordination with Norfolk Southern determined that potential use of Norfolk Southern ROW is infeasible.

WHAT'S NEXT
COME OUT TO THE PUBLIC HEARINGS

The Atlanta BeltLine Tier 1 DEIS is not complete until your final round of comments have been gathered and addressed. The public is encouraged to attend the Public Hearings to hear more about the study and provide comments:

The Public Hearings are scheduled for:

All Saints' Episcopal Church
634 West Peachtree St. NW
Tuesday, August 16, 2011 1-3 pm and 6-8 pm

Hagar CTM Building
19 Joseph E. Lowery Blvd. NW
Thursday, August 18, 2011 1-3 pm and 6-8 pm

- The three trail alternatives are considered as shown on page 3:
 - Howell Junction Trail Alternative
 - Marietta Boulevard Trail Alternative
 - On-Street Trail Alternative

The DEIS is available for public review and comment, and formal Public Hearings are scheduled. Comments received during the public comment period and Public Hearings (see "What's Next") will allow FTA and MARTA to select a preferred transit and trails alignment. Selection of a preferred alignment helps to refine the study area for future project development activities.

DEIS Findings

The transit and trails alignments and the transit technologies were evaluated through a rigorous evaluation process. The D- Marietta Boulevard Transit Alternatives (shown on page 2) and the Howell Junction and Marietta Boulevard Trail Alternatives (shown on page 3) are the best performing alternatives when compared to the study goals. A summary of the characteristics of each transit and trail alternative is shown on page 4.

SC is recommended over LRT as the selected transit technology because of its better performance in terms of community fit, lower capital cost, ROW requirements, and potential noise impacts. SC technology could also be compatible with the Atlanta Streetcar and other potential future SC projects.

Take a Look

To find out more, the DEIS will be available on the project websites. It will also be available at designated local libraries and other public offices listed on the project websites.

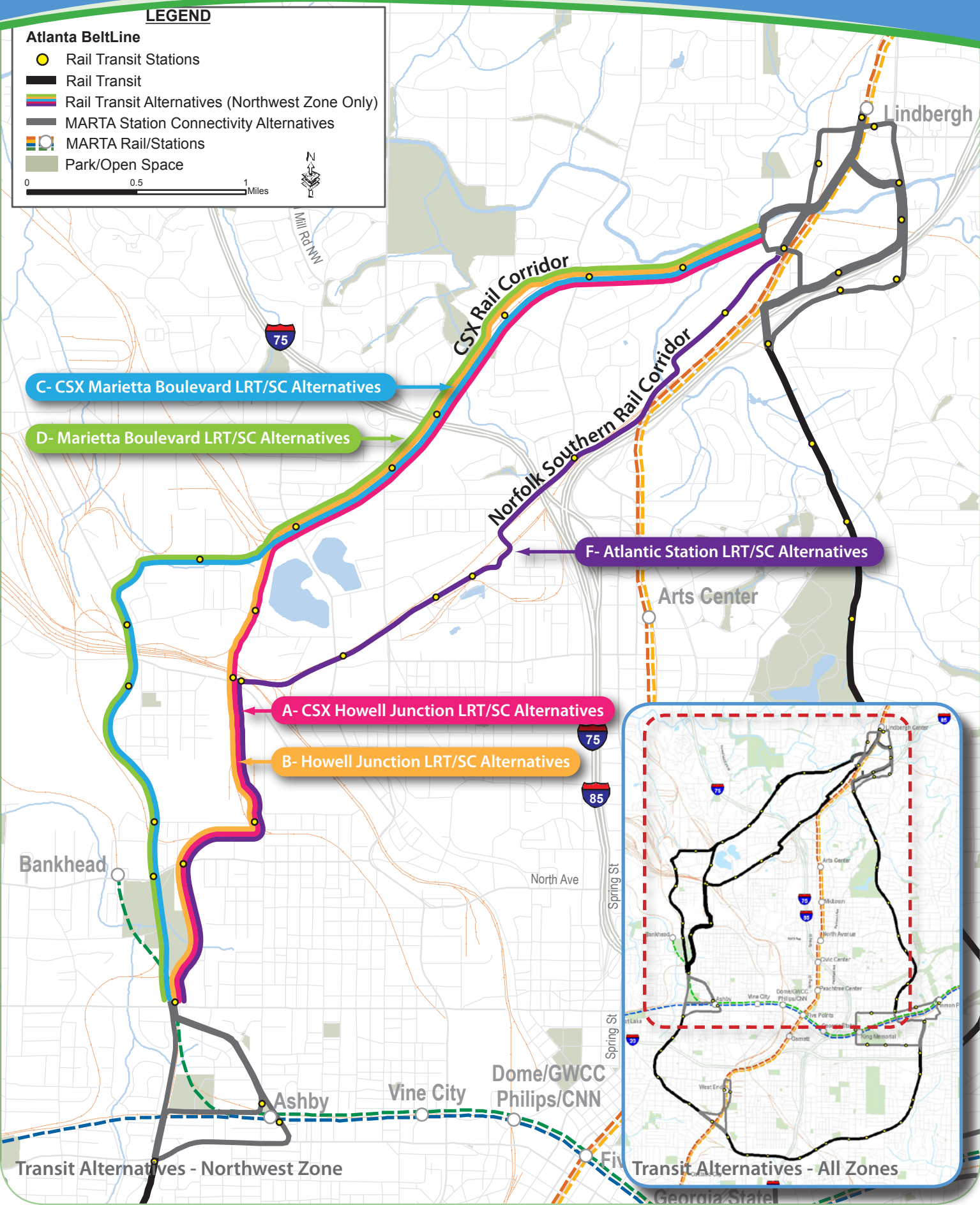
PROJECT CONTACT INFORMATION

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Atlanta BeltLine Transit Alternatives



Atlanta BeltLine Trail Alternatives

