



BeltLine Rail 102



The current More MARTA plan leaves out two-thirds of the neighborhoods and people that could be connected by BeltLine rail in favor of projects that would take more money, time and effort to build.



But a separate right-of-way for light rail already exists alongside the BeltLine, as seen here on the eastside trail near Edgewood Avenue.



The BeltLine is a once-in-a-lifetime chance to build the future of Atlanta we want. It's not complete without rail that connects people to destinations, jobs and opportunity.

- ◆ The More MARTA plan that's on the table is built on incomplete and outdated information. It doesn't take into account where workers live, how the BeltLine boom affects ridership or the fact that the public already owns nearly the entire 22-mile loop.
- ◆ MARTA already links most of the big employment centers in town. What it doesn't do as well is tie those centers to neighborhoods, especially ones where not everyone owns a car. BeltLine rail would link 45 neighborhoods to the current MARTA system at several points, including some new stations.
- ◆ Connecting the Southwest and Northeast sections of the BeltLine with additional light-rail or streetcar lines through downtown, as the More MARTA plan proposes, will be a lot tougher than putting light rail on the southern stretch of the BeltLine, which the public already owns.
- ◆ And putting rail on the full BeltLine loop connects communities that have been neglected in the past, so the benefits are shared by more Atlantans.

Our plan is simple: #BeltLine Rail Now

1 Build light rail on the entire BeltLine. The engineering is done, and thanks to the MARTA TSPLOST, the money is there. Add rail to the existing trails, and build rails and trails together everywhere else.

2 Start connecting the BeltLine to MARTA. Build new stations at points where the path crosses existing lines, like the Armour railyard north of Midtown or at Murphy Crossing on the Westside.

3 Improve mobility around the city of Atlanta by concentrating on other transit projects that have a designated right-of-way — one that's separated from car and truck traffic.

Let's be clear:

“BeltLine Rail Now” doesn’t mean “BeltLine Rail Only.”

- ◆ **Campbellton Road**—We want to extend rapid transit down Campbellton Road to connect neighborhoods that haven’t been well-served before.
- ◆ We think the Campbellton Road line should be done once and done right, as a model for bus rapid transit that connects to MARTA and the Belt-Line.
- ◆ What we don’t want is to spend money on one system, only to replace it a few years later with another, as MARTA’s current plan would do.

There’s no conflict between BeltLine rail and the Campbellton Road line.

- ◆ **Clifton Corridor**—We’re also fans of connecting Emory University and the CDC, our newest City of Atlanta neighbors, via the Clifton Corridor. But this has always been presented as a regional project that would be pursued once regional funding was in place.
- ◆ Though the Emory and CDC campuses were annexed into the City of Atlanta late last year, fully a third of this project still sits outside the city limits.
- ◆ Atlanta should hold our share of the MARTA funding taxpayers approved in 2016 until regional and state funding sources are on board.



The “Now” part is as important as “Rail.”


The city of Atlanta is already adding thousands of people a year, and the strain on our streets and highways is showing. With a clear path that had trains running on it in the past, the BeltLine is the only shovel-ready way to start connecting 45 neighborhoods and give people alternatives to sitting in traffic.

It’s time for #BeltLineRailNow.

Transit has been an integral piece of the Atlanta BeltLine since the project began. A complete loop of BeltLine rail is needed to manage the growth we’re already seeing equitably and sustainably. It’s what the City Council, MARTA and taxpayers have supported over a long, democratic process.

It’s time to get back on track. Sign our petition and tell your City Council representative, Mayor Bottoms and MARTA that it’s time for #BeltLineRailNow.

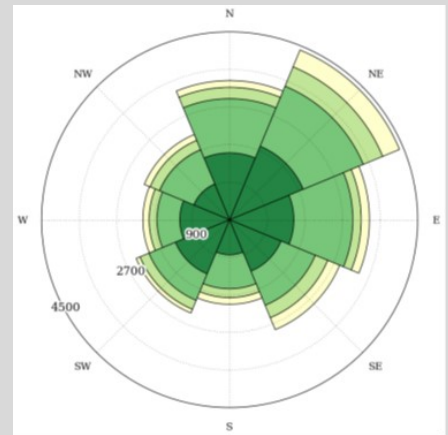
www.beltlinerailnow.org

 BeltLine Rail Now

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Where we work and where we live—for a transportation plan to serve the residents of Atlanta, this matters.



Top: The biggest share of money in the current More MARTA plan would go to the Clifton Corridor line. But Census data shows most Clifton Corridor workers live beyond the city of Atlanta, to the north and east.

Bottom: A bigger share of workers at Piedmont Hospital live within Atlanta’s city limits. It sits on the northwestern portion of the BeltLine, but wouldn’t be connected by rail under the current plan.

