

INTRODUCTION

Federal law requires that draft plans be made available for public review and comment for a minimum of 30 days before adoption. ARC conducted this official review period between November 11, 2019 and December 13, 2019. The Public Engagement Summary, Appendix L, outlines the full stakeholder and public engagement activities conducted throughout the RTP update process since 2016, whereas this appendix focuses on written and verbal comments received exclusively during the final review period.

Including both those received in written form and those delivered verbally at various ARC committee meetings during the comment period, ARC received a total of 667 comments between November 11 and December 13. Comments were organized into eight general categories based on the predominant themes:

- Beltline – 530 comments
- Transit (General) – 61 comments
- Biking / Active Transportation – 9 comments
- Air Quality – 1 comment
- Transportation Equity – 2 comments
- Managed Lanes / Freeways – 14 comments
- Roadways / Traffic Congestion – 17 comments
- Transportation Demand Management – 3 comments

A ninth grouping was created for those comments which touched on multiple topics and/or was not directly related to one of the previously defined eight categories.

- General / Multiple – 30 comments

Finally, a lengthy letter was received from the Southern Environmental Law Center which addressed 11 different topics. Several of those topics were consistent with the eight primary categories listed above, while a few were not. For purposes of summarizing the comments and responding to them, SELC's letter was disaggregated into the component parts and reported within the categories defined above.

- Southern Environmental Law Center – 1 comment

The first step in responding to all 667 comments was to extract the basic theme of each and capture that information in a summary format. Aggregating similar comments then allowed development of a single consistent response, eliminating a great deal of redundancy, and providing a more concise, easier-to-read public report.

The remainder of this appendix contains three main subsections:

- Summary of Comments Received
- Responses to Comment Themes
- Complete Text of All Comments Received

Summary of Comments Received

TARP PUBLIC COMMENTS RECEIVED - BELTLINE

- Beltline Rail Now (BRN) comments: there is much to like in the proposed transit plans, including an expansion of MARTA bus service, however the timeline of 15 to 25 years for rail on the Beltline is inadequate. Citizens are paying a regressive tax to fund more transit in the city and want to see this project delivered sooner. Beltline has right-of-way in hand, decades of planning, and a designated funding source to begin construction. Reliable transit on the Beltline will mitigate or stop gentrification along the Beltline because it will save people more than \$10,000/year by giving them access to jobs destinations, and opportunities. Building Beltline will decrease emissions in the City.
- 244 comments were received requesting trains in service on the Beltline within three years.
- 194 comments were received requesting that the Atlanta additional half-cent sales tax is used to pay for projects that support Atlanta commuters, like the Beltline – not regional projects. Also requesting that first trains begin on Beltline within three years, with more following on an accelerated timeline, by 2030.
- One comment that the Beltline could support MARTA by creating infill connections and opportunities between 45 neighborhoods, job centers, parks, universities, schools, hospitals, Downtown, Midtown, and Buckhead.
- One comment suggested the installing of rail along the Beltline would help correct the negative unintended consequences of gentrification.
- A comment suggests that the City of Atlanta needs alternative commuting solutions like the buildout of the Beltline rail and MARTA expansion in Cobb and Gwinnett counties.
- One comment suggested that daily ridership projections by ARC's own calculations are higher for the completed Beltline loop than the more expensive Emory Clifton Corridor. Building out Clifton Corridor over the Beltline when the Emory-Clifton project was not included on the project list, nor the geographic area for the referendum funding transit expansion is a breach of public trust.
- Ten comments indicate that building out the Beltline should be a top priority for Atlanta because it will help decrease emissions/pollution, generate equitable mobility, and increase safety (by taking people off the roads). Also suggested that it's easy to rebuild rail due to the nature of the Beltline being a former rail corridor.
- Five commenters said they do not want rail built on the Beltline. It is suggested that the vision of the Beltline should be updated to account for how people are using the trail, with additional buildout creating a second pathway for wheeled transit like bikes, skateboards, and scooters. Concerns were expressed that building a light rail would change or take away from the current experience of the active use of the trails for biking, walking, running, scooters, and city viewing. One commenter asked about concerns over the extra pedestrian traffic along the Beltline and the lack of room to add in a light rail component. One commenter suggested that a good approach would be to work slowly towards putting a streetcar on the Beltline so to avoid any potentially unsuccessful, rushed attempts that may create "debacles". One person suggested that building a rubber-tired transit service on the Beltline is smarter because it is cheaper and can generate a shared-use lane with other devices like bikes and scooters.
- 96 commenters shared a variety of support for building rail on the Beltline. Comments include: factors like ever-increasing density in the form of new house developments that would generate ridership but also are clogging roadways during commuting hours, as well as a prime opportunity to coordinate land use with transit in the city. Interest in building out more of the Beltline by the 2026 World Cup to be hosted in Atlanta. Need to build now while funds are available and plans are "shovel-ready". Denver RTD using a similar sales tax funding scheme

(FasTracks) and P3 funding to build out 58.5 miles of light rail and 40 miles of commuter rail in only 15 years.

- Hulsey Yard has a self-funded redevelopment plan generated by surrounding neighborhoods, of which building the Beltline is a key component. Much of the plan will not be realized without this element including a scheme for shared parking, advancing Beltline rail, and integrating Beltline rail with MARTA.
- One comment requested acceleration of the timeline for building the Beltline Rail East-Streetcar East from 8 to 3 years; moving other Beltline rail projects for 2040 and 2050 to “by 2030”; accelerating Campbellton Road LRT or BRT to be completed by 2025; requiring Streetcar West Extension to have financial partnership from private sector, notably developer of the Gulch; postponing the priority of funding for Emory Clifton Corridor until “multi-jurisdictional partners” are involved and negotiations with CSX have produced a commitment towards shared ROW.

TARP PUBLIC COMMENTS RECEIVED - TRANSIT (GENERAL)

- 60 comments were received to prioritize transit expansion, with an emphasis on increased bus services (MARTA, CobbLinc) and expanded rail lines.
- Two comments were received against expanding any type of rail service.
- Several comments asked for expansion of E/W rail transit connections within the City of Atlanta and between the City and neighboring counties, like Cobb as well as I-20 E.
- One comment was received recommending that ARC place additional emphasis on transit corridors in the LCI program.
- Many comments suggesting prioritization for bus service throughout the region.
- Two comments asked that Beltline rail build out does not take priority over increasing bus service for transit-dependent riders.
- One comment suggests improvements for modeling transit service within ARC’s travel demand model and other analyses.
- Several comments were received with concerns over the Clifton Corridor Light Rail project being too expensive, potentially at odds with historic preservation; suggesting instead that is run on existing CSX tracks.
- One comment was about expanding and upgrading smart technology and app-based services to support transit service.

TARP PUBLIC COMMENTS RECEIVED - BIKING / ACTIVE TRANSPORTATION

- One comment was received in support of Cobb Linc providing services from KSU to MARTA Arts Station and the completion of Noonday Creek Trail connections.
- Eight comments were in favor of expanding bicycle/trail facilities.

TARP PUBLIC COMMENTS RECEIVED - AIR QUALITY

- One comment recommended that ARC conduct additional air quality analyses to determine the potential impacts of reduced emissions budgets and/or relaxed fuel economy standards.
- Minor CDR edits were suggested by EPA.

TARP PUBLIC COMMENTS RECEIVED - TRANSPORTATION EQUITY

- One comment was received recommending that ARC conduct an equity evaluation focusing on how to align a person's use of the transportation system to the level of funding they contribute.
- One comment was received recommending that ARC continue to improve how the benefits and burdens of transportation investments are analyzed and measured.

TARP PUBLIC COMMENTS RECEIVED - MANAGED LANES / FREEWAYS

- One comment was received recommending more transparency in reporting how issuing bonds to advance projects impacts overall funding levels over the long term.
- One comment was received recommending that the region adopt policies which ensure that the benefits of managed lanes are shared equitably among all travelers.
- Four comments were received recommending that capacity be added to various segments of the freeway system and/or that complementary new facilities be constructed.
- Six comments were received recommending specific operational improvements to the existing freeway system.
- Two comments were received recommending that funding proposed for improving and expanding the freeway system be used for other purposes such as transit, bicycle/pedestrian facilities, or arterial roads.
- Two comments were received inquiring about whether improvements are proposed for the I-75/85 Downtown Connector.

TARP PUBLIC COMMENTS RECEIVED - ROADWAYS / TRAFFIC CONGESTION

- Four comments asking for further studies and projects to address congestion at Clairmont & I-85N.
- One comment was received regarding signal timing on Cobb parkway and I-75 as well as, DDI on Windy Hill.
- Two comments were concerned with congestion on N. Druid Hills Road from I-85 S to Lawrenceville Hwy.
- One comment was received about Moores Mill/Bolton Road LCI and anticipated congestion with increased development.
- One comment requesting prioritization of transportation upgrades in areas around CHOA and Emory's Executive Park.
- Interest in addressing I-75 congestion.
- Seven comments about expediting SR 155 widening project.
- Various other comments about road projects in Henry County and wishing for faster timelines and/or more funding.

TARP PUBLIC COMMENTS RECEIVED - TRANSPORTATION DEMAND MANAGEMENT

- Three responses were received strongly encouraging incentives to promote employer-based teleworking programs, including those focused on school age kids and off-hour commutes.

TARP PUBLIC COMMENTS RECEIVED - GENERAL / MULTIPLE

- One comment was received recommending that the TIP evaluation framework be used for all projects in the TIP, not just those funded through ARC sponsored solicitations.
- One comment was received recommending that ARC analyze a variety of scenarios for how available project funding is used.
- One comment was received recommending that the region pursue a goal to reduce total vehicle miles of travel.
- One comment was received recommending that ARC study the challenges and opportunities presented by the expansion of electric vehicles.
- One comment was received recommending that ARC incorporate resilience into all relevant land use and transportation planning activities.
- Several comments to consider innovative, sustainable freight practices in urban core to reduce congestion from delivery trucks.
- One comment to consider promoting the use of sustainable materials like rubberized asphalt.
- Various comments about ideas such as: create a traffic laws education program; with the help of local artists. Investing in modernized traffic signals; creating truck only lanes on interstate; investing more in transit; investing in smart, app-based, on-demand, micro-transit. Additional comments suggested: limiting traffic with traffic management systems like truck only lanes on interstate; car restricted days – odd/even systems; truck delivery time restrictions to decrease lane blocking during peak driving times; block the box laws; consolidated bus drop-off / pick up locations; investing in increased “smart” technology; creating bus only lanes in city or bus/bike only lanes.
- One comment suggested improving the merging signage for I-20 and connector to help make it more seamless/decrease driver confusion.
- One comment suggested investing in advancing autonomous vehicle technology; as well as investing in inductive charging roads for electric vehicles.
- One comment suggested creating a regional transit hub so that Atlanta serves as a central spot for all SE cities, with air, rail or high speed bus transit being efficient and priced to support the developing of this system.
- A comment suggested looking to global examples of bold, forward-facing transportation planning.
- A comment recommended investing more in protected bike lanes and lane diets.
- Comments suggested taxing car ownership; increasing taxes based on socioeconomic equity; creating tax assessment zones for businesses to invest in transit; and increasing density.
- One comment shared concerns over the engagement process not being robust enough and suggested that the RTP budget should be summarized per mode.
- One comment recommended avoiding jargon in document; adding TIP to acronym list.

Responses to Comment Themes

The previous section of this appendix presents a summary of the nearly 700 comments received, which were often similar in nature, or related in some way. ARC condensed the comments to a concise number of statements, exercising professional discretion to capture the comment's essence and combining closely related topics where appropriate. Responses were then prepared for each statement, as follows below.

Note that each of the following statements may have been made by multiple individuals.

ARC RESPONSES TO COMMENTS RECEIVED - BELTLINE

Provide initial transit service along the corridor within three years, with completion within ten years.

ARC supports the rapid implementation of the Beltline program as a regional mobility strategy. However, federal law requires that the RTP reflect locally adopted schedules based on objective information that includes the flow of funding and the time required for projects to advance through the engineering, right-of-way and construction phases. The City of Atlanta and MARTA went through a programming process to set schedules for the More MARTA funding program, matching up available funding, design schedules and cost estimates to set priorities. Due to funding limitations, not all projects can be funded within the early years of the program. If all funds generated by the More MARTA were dedicated to a singular section of the Beltline, it may be possible to deliver a portion of the overall project within three years. But this is not a realistic option because of the negative impacts it would impose on other projects throughout the rest of the City of Atlanta. ARC cannot override locally approved sales tax referendum programs that have been approved by the appropriate policy boards.

Give consideration to the fact that rail on the Beltline could support MARTA by connecting potential riders to many neighborhoods and destinations.

ARC concurs with the assertion that transit could increase ridership on MARTA due to the number of potential riders generated by the connections made with neighborhoods and other destinations along the corridor. ARC is excited to see the potential benefits to the region from the land use and transportation coordination that the Beltline will provide. These considerations contributed to the project's inclusion in the Regional Transportation Plan.

Give consideration to the fact that rail on the Beltline could help address the negative impacts of gentrification.

ARC concurs with the assertion that transit can help reduce the negative impacts of gentrification. Strong local policies are also needed to support this outcome.

Do not prioritize rail service on the Beltline at the expense of improving bus services for transit dependent individuals.

MARTA conducted an extensive community engagement process to determine how to allocate funds generated by the More MARTA half-penny sales tax approved by voters in the City of Atlanta in 2016. The recommendations included a mix of transit expansion, notably rail along portions of the Beltline and other corridors, and improvements to existing bus services and facilities throughout the City. ARC participated in and followed the progress of those discussions

closely and believes that MARTA followed a process aimed at prioritizing an equitable mix of high performing rail and bus projects for inclusion in the RTP.

Prioritizing rail service along the Clifton Corridor over sections of the Beltline is a breach of public trust since that project was not on the initial list considered by voters in 2016.

A fact sheet distributed by MARTA prior to the November 2016 referendum included a list and map of potential transit expansion projects to be funded with the incremental half-penny More MARTA tax. The Clifton Corridor light rail project was included on the fact sheet, which can be accessed here: https://www.itsmarta.com/uploadedfiles/MARTA_101/Why_MARTA/Sales-Tax-Flier-print-80316.pdf.

Postpone funding for the Clifton Corridor until other local governments along the route provide financial support and negotiations to use CSX right-of-way are completed.

Many additional steps are required before the Clifton Corridor light rail transit service becomes a reality, including securing additional funding and acquiring right-of-way. Inclusion of the project in the plan allows the project development process to advance into those stages. Should the project not prove viable for some reason which arises at a later date, funding could be postponed or shifted to other priorities. ARC will continue to coordinate with MARTA and the City of Atlanta on a regular basis to determine whether this project warrants reconsideration.

Completing rail along the Beltline should be a priority because it can reduce congestion and improve roadway safety by shifting trips to transit.

ARC concurs with the assertion that transit can help reduce congestion and improve roadway safety. These considerations contributed to the project's inclusion in the RTP.

Do not build rail on the Beltline and instead consider an updated vision which considers how the corridor is currently being used and focuses on improving the experience of walkers, bicyclists, scooter riders and other existing modes.

ARC has shared this perspective with MARTA and the City of Atlanta for their consideration. The vision for the Beltline corridor has always included space for both active modes and for transit. Reconsideration of this vision is always a possibility if the original vision becomes impractical due to insufficient funding, public opposition, or other reasons. A major shift in the types of mobility options provided within the corridor would require a new and refocused community engagement process.

There is a redevelopment plan for Hulsey Yard which likely won't be feasible without rail on the Beltline corridor.

The redevelopment of Hulsey Yard is a major community development opportunity that has the potential to increase future ridership on the Beltline. ARC will share this statement with MARTA and the City of Atlanta for their consideration. While rail on the segment in question is proposed in the RTP, it is currently not scheduled for implementation on a timeline which meets the shorter-term redevelopment expectations for this site.

Explore financial partnerships with the private sector to fund and advance certain sections.

ARC and regional partners are exploring options to increase future transit funding. Expanding private sector participation would assist in providing the resources needed to advance transit projects. MARTA and the City of Atlanta support private sector participation in projects if appropriate role(s) can be identified. With uncertainties in the timing of the availability of federal funding to make transit projects financially viable, all reasonable financial partnering opportunities should be explored.

ARC RESPONSES TO COMMENTS RECEIVED - TRANSIT (GENERAL)

Invest more in transit and less on roadways.

ARC supports the goal to increase transit funding in the Atlanta region. The proper balance of how to distribute limited funding among various transportation modes continues to be a subject of much debate and different viewpoints. Many transportation revenue sources are legally restricted with respect to how they can be used (roads and bridges), while the inability of a particular agency to provide matching funds at a local, regional or state level can also limit flexibility. Since 2016, additional funding tools have been created to increase transit funding and many local governments are now assessing the potential to pursue local sales tax referendums dedicated to transit.

Do not expand rail services.

ARC supports the implementation of the best transit project implementation technology that best supports the needs of transit corridors. Not all corridors warrant rail services due to limited ridership, funding, or land use patterns. However, if plans and technical analysis do warrant rail service, ARC supports these initiatives.

Consider various service expansions proposed by commenters.

Many of the projects proposed by commenters are included in the plan or are under consideration for inclusion in future updates. All comments related to service expansion concepts have been shared with transit operators and local governments, as appropriate, for their consideration.

Focus transit investments in areas with density and the mix of uses necessary to make it viable.

ARC concurs with this viewpoint and believes the transit expansion investments included in the RTP give proper priority to services in areas of higher density and a mix of land use types. However, other factors must also be considered in determining what projects are included in the plan, including funding availability, local political and citizen support, the existence of an agency which can implement and operate the service, and regional equity.

Place priority on expanding bus services and improving their convenience and reliability through projects and programs such as bus only lanes, consolidated stops, and app-based technologies.

Many of the concepts proposed by commenters are embedded within the design concepts for specific projects included in the plan or would be appropriate for consideration on future projects. All comments related to improving the transit experience have been shared with transit operators and local governments, as appropriate, for their consideration.

Place additional emphasis on transit corridors in the Livable Centers Initiative (LCI) program.

ARC periodically reassesses the priorities of the LCI program and concurs that improving the accessibility to transit services should be an important outcome in those area where services are available. For that reason, a portion of the technical evaluation process for funding consideration does focus on how the proposed investment would improve or expand transit connections within the study area.

Consider various suggestions on improving MARTA services.

The specific concerns and suggestions expressed by commenters have been shared with MARTA for that agency's consideration.

Make suggested improvements in the technical evaluation process for prioritizing transit expansion projects.

ARC's modeling process is considered state of the art, but improvements are always being made as better data and methodological approaches are identified. The specific suggestions expressed by commenters will be evaluated by ARC modeling staff and if warranted incorporated in future technical analyses.

The Clifton Corridor rail project as currently envisioned would have significant negative consequences to the surrounding neighborhoods and should be reconsidered.

The Clifton Corridor project is undergoing environmental reviews to identify options that minimize adverse community impacts. Many additional steps are required before the Clifton Corridor light rail transit service becomes a reality, including securing additional funding and acquiring right-of-way. Inclusion of the project in the plan allows the project development process to advance into those stages. Should the current concept not prove viable due to overly burdensome impacts, the project may be rescoped or removed from the plan at a future date. The specific concerns expressed by commenters have been shared with MARTA for that agency's consideration.

Connect Atlanta with other cities in the Southeast with high speed transit services.

Although longstanding proposals for intercity rail service and a multimodal downtown terminal have not come to fruition, they do continue to be explored. In an era of rapid social and technological change, the need to advance intercity high speed transit service into implementation may become more pressing over time. Or other long distance transportation mobility options may prove more viable.

ARC will continue to be advocate for the region and explore opportunities with the State of Georgia and the U.S. government to improve the range and quality of mobility options connecting us with the rest of the country.

ARC RESPONSES TO COMMENTS RECEIVED - BIKING / ACTIVE TRANSPORTATION

Invest more in projects designed to promote safe bicycling and walking, such as separated lanes and road diets, to reduce air pollution and improve health.

ARC supports increased investment and will continue to work with GDOT and local communities to identify additional funding resources for these projects. While several important funding tools have received public support in recent years – such as the City of Atlanta T-SPLOST – funds are inadequate to meet all needs due to rising cost estimates. ARC will continue to advocate for these projects and support through federal funds and studies to identify critical transportation needs.

Reconstruct Monroe Drive as a “Complete Street”.

This project is still planned to move forward as part of the Renew Atlanta Bond and TSPLOST programs. Currently, the project scope begins north of Piedmont Park on Monroe and continues South to Boulevard just north of I-20. A funding request has been submitted by the City of Atlanta to ARC to further the aims of this project and extend it on Boulevard south of I-20. This funding proposal is currently under evaluation.

This project in totality is currently under design through 2020 and will move towards construction in the next 18-24 months. Execution will occur in phases and the City is currently working to accelerate implementation on the intersection of Monroe and 10th Street to make safety enhancements where the beltline meets Monroe and 10th.

Complete the Noonday Creek Trail.

The Noonday Creek Trail currently includes a six mile section in Cobb County which connects Kennesaw Mountain National Battlefield with Kennesaw State University and the Town Center Area, as well as a much shorter section connecting SR 92 with Woodstock in Cherokee County. Completion of a connection between the two segments would increase the regional significance of the corridor and facilitate long-distance trips by active modes, which would be a priority for ARC. The Cobb County Greenway and Trails Master Plan (https://s3.us-west-2.amazonaws.com/cobbcounty.org.if-us-west-2/prod/2018-07/GTMP_CtywideMap.pdf) does propose closure of this gap.

ARC RESPONSES TO COMMENTS RECEIVED - AIR QUALITY

ARC should conduct additional air quality analyses to determine the potential impacts of reduced emissions budgets and/or relaxed fuel economy standards.

This is a good suggestion and ARC will coordinate with the State to assess these potential impacts. ARC incorporated the clarifying language provided by EPA regarding the South Coast II decision. ARC also incorporated all of the additional suggestions of EPA, including listing the counties covered by different air quality standards and listing which amendments to the previously adopted RTP addressed which air quality standards.

ARC RESPONSES TO COMMENTS RECEIVED - TRANSPORTATION EQUITY

Continue to improve how the benefits and burdens of transportation investments are measured and analyzed and demonstrate how disadvantage communities are provided with safe and equitable mobility options.

ARC is continually adjusting our equity analyses to better serve disadvantaged populations. The RTP describes our current equity analyses on page 57. We have also recently updated our project evaluation process to have more nuance as it relates to equity, which can be found in the Project Evaluation Framework <https://cdn.atlantaregional.org/wp-content/uploads/project-eval-documentation-2019.pdf>. While we do not currently have a quantitative analysis of whether or not a project's function is equitable outside of its location, we do use qualitative means to assess the benefits and burdens of a project. This is done using the applicant's responses to several questions including "Populations protected under federal law include: older adults, youth, females, racial minorities, ethnic minorities, national origin, Limited English Proficiency (LEP), disability, and low-income. Describe any project benefits to protected classes. Also describe any negative externalities created by the project along with measures that will be taken to mitigate them:" We are currently working with the Transportation Equity Advisory Group to review our project evaluation and analysis processes and will continue to do so in the future.

ARC RESPONSES TO COMMENTS RECEIVED - MANAGED LANES / FREEWAYS

Increase transparency in reporting how issuing bonds to advance projects impact overall funding levels over the long term.

Appendix E of the RTP document contains calculations of the impacts of debt service issued for ongoing and previously completed projects on federal funds available to the region. A similar level of detail will be provided as financing packages for future projects are finalized. In the interim, the project list in Appendix A shows anticipated payback amounts for each project expected to utilize bond financing in the future, which are then factored into fiscal constraint analyses. ARC will continue to explore state of the practice techniques used by peer agencies in reporting bond revenues and debt service in transportation planning documents, and will continue to supplement documentation as appropriate.

Adopt policies which ensure that the benefits of managed lanes are shared equitably among all travelers.

As part of The Atlanta Region's Plan's "Winning the Future" Policy Framework goal of providing a comprehensive transportation network, ARC has adopted an objective which states: "Promote an equitable and accessible transportation network". ARC will continue to work with GDOT, the entity which owns and operates managed lanes, to maximize the benefits to all travelers along the corridor, including transit riders on Xpress, CobbLinc and Gwinnett Transit System. More information on The Atlanta Region's Plan Policy Framework can be found at <https://www.atlantaregionsplan.org/policy-framework/>

Add capacity to various segments of the freeway system and/or construct complementary new facilities.

Several large-scale capacity-adding projects are included in the RTP, including the MMIP. ARC and GDOT work together on a wide range of planning activities to identify potential new projects for consideration in the RTP. ARC will share the specific suggestions made by commenters to GDOT for their consideration. Freeway capacity projects funded in the RTP can be found in the comprehensive project list provided in Appendix A.

Implement specific operational improvements to the existing freeway system.

The primary strategy used to operationally improve the freeway system include safety and interchange improvements at numerous locations. ARC and GDOT work together on a wide range of planning activities to identify potential new projects for consideration in the RTP. ARC will share the specific suggestions made by commenters to GDOT for their consideration. Some operational improvements may not rise to the level of being regionally significant or having major mobility implications, thus they may not be listed individually in this plan. Major operational improvement projects funded in the RTP can be found in the comprehensive project list provided in Appendix A.

Use funding proposed for improving and expanding the freeway system for other purposes such as transit, bicycle/pedestrian facilities or arterial roads.

Many federal funding programs have restrictions which limit the types of projects on which revenue can be expended or are constrained in some other way. ARC works with project sponsors, elected officials and the public to determine when and how more flexible funds should be used for projects which don't involve major capacity expansion. For example, a significant amount of the projects implemented using federal funds over which ARC has direct programming authority are dedicated to transit, bicycle/pedestrian facilities and arterial roads.

Are any improvements proposed for the I-75/85 Downtown Connector?

GDOT undertook a major study in 2016 to identify and analyze a broad range of potential projects aimed at improving safety and mobility on the I-75/85 corridor between the Brookwood and Langford Parkway interchanges. Potential projects range from minor operational improvements, including striping and signage, to more sizeable projects, such as interchange reconfigurations and additional lanes. The project is ongoing and findings will be integrated into a future update of the RTP as appropriate.

Create truck only lanes.

As part of the Major Mobility Investment Program, GDOT is currently developing plans for the construction of two commercial vehicle lanes (truck only lanes) in the northbound direction of I-75 from I-475 near Macon to a location near the existing SR 155 interchange in Henry County. Tolling is not anticipated and the exact northern terminus will be determined during project development. The current schedule calls for completion sometime prior to 2030 and GDOT is currently reassessing the ability to advance the project on a faster timeline. Additional information on the project can be found in the RTP project list (AR-318).

The I-75 South Commercial Vehicle Lanes are currently the only road facilities proposed for exclusive use by trucks within the Atlanta Region, although various proposals have been considered on other freeway and arterial corridors. ARC will continue working with GDOT through the freight planning process to determine whether other facilities are feasible.

ARC RESPONSES TO COMMENTS RECEIVED - ROADWAYS / TRAFFIC CONGESTION

Address various concerns related to travel conditions along I-75 South, particularly related to safety and freight traffic.

Three major projects are planned along the corridor: 1) construction of separate lanes for commercial vehicle lanes in the northbound direction of I-75 between I-475 and SR 155, 2) extension of managed lanes between SR 318 and C.W. Grant Parkway, and 3) construction of a new interchange in the vicinity of Bethlehem Road.

Funding resources exist to implement other small-scale operational and safety improvements as they are identified. Projects of this nature are not explicitly identified in the RTP. The specific concerns expressed by commenters have been shared with GDOT for that agency's consideration.

Expedite the SR 155 widening and other projects in Henry County.

ARC will work to help expedite these critical projects. The RTP includes two projects to widen SR 155. HE-113 will add one lane each direction between I-75 and SR 42, while HE-189 will extend the widening from I-75 southward to Hampton-Locust Grove Road. HE-113 is proposed for construction in 2024. A precise construction schedule has not yet been developed for HE-189, but it is expected to be sometime shortly after 2030. In addition to these projects which will provide direct congestion relief along SR 155, a new interchange will be constructed at or near where Bethlehem Road crosses I-75. This project is also scheduled for completion shortly after 2030.

Address various concerns related to travel conditions along Clairmont Road, particularly in the vicinity of I-85.

Increasing traffic in this area has impact on both safety and congestion and ARC supports additional strategies to address these needs. The Georgia Department of Transportation (GDOT) recently

began work on two separate projects to begin to address the conditions with which the commenters are concerned near I-85 and Clairmont Road in unincorporated DeKalb County:

Project 0015956 encompasses operational improvements on Clairmont Road between I-85 and Audubon Drive, with construction activities expected to commence in FY 2023. This project does not require documentation within The Atlanta Region's Plan, but more information about it may be found online through GDOT's GEOPI project tracking database
<http://www.dot.ga.gov/applications/geopi/Pages/Dashboard.aspx?ProjectID=0015956>

Project 0015919 will make various improvements to both the I-85 and North Druid Hills Road and I-85 and Clairmont road interchanges. The scope of the project is currently under development – once finalized it is expected to be incorporated through a future amendment to The Atlanta Region's Plan. More information may be found at
<http://www.dot.ga.gov/applications/geopi/Pages/Dashboard.aspx?ProjectID=0015919>

Address various concerns related to travel conditions along North Druid Hills Road, particularly in the vicinity of I-85.

DeKalb County has submitted an application through a recent open call for funding proposals to further study this corridor, which would identify transportation needs and develop a list of targeted improvements for North Druid Hills Road. ARC staff is in the process of evaluating all applications received as a result of this open project call and will make recommendations during the 2nd quarter of calendar year 2020.

Address various concerns related to travel conditions along Cobb Parkway, particularly in the vicinity of Windy Hill Road.

The RTP contains a project (CO-431) which would result in the reconstruction of the intersection of US 41 (Cobb Parkway) and Windy Hill Road as a grade separated interchange. The current proposed schedule does not envision the project's completion prior to 2040.

Funding resources exist to implement small-scale operational and safety improvements along the corridor as they are identified. Projects of this nature do not have to be explicitly identified in the RTP. The specific concerns expressed by commenters have been shared with Cobb County and GDOT for consideration by those agencies.

Consider various suggestions on how to improve conditions on various roads throughout the region, including specific infrastructure improvements, expanding education and enforcement programs, investing in technology upgrades, and implementing odd/even driving days.

The specific concerns and suggestions expressed by commenters have been shared with GDOT and local transportation agencies for their consideration.

ARC RESPONSES TO COMMENTS RECEIVED - TRANSPORTATION DEMAND MANAGEMENT (TDM)

The region should provide incentives to promote employer-based teleworking programs, including those focused on school age children and off-hour commutes.

ARC and the State of Georgia invest in teleworking programs through the GA Commute Options program, which is funded by the State of Georgia and managed by the Atlanta Regional Commission. GA Commute Options has programs for employers and commuters throughout the region to reduce traffic congestion and improve air quality by decreasing the amount of single occupancy vehicle trips driven. Additional information on the region's TDM strategies is available on-line at <https://gacommuteoptions.com/>.

ARC and the region should encourage businesses to allow employees to telework.

Teleworking is one of the foundations of the RTP strategy to reduce vehicle trips in the region. The Atlanta Regional Commission and the GDOT view teleworking as a critical regional transportation strategy and has streamlined planning over the past five years to encourage teleworking. Additional information on teleworking is available on-line at <https://gacommuteoptions.com/commuters/ways-to-get-around/carpool/>.

ARC RESPONSES TO COMMENTS RECEIVED - GENERAL / MULTIPLE

Use the TIP evaluation framework for all projects in the TIP, not just those funded through ARC sponsored solicitations.

ARC has direct programming authority over three categories of federal funds: Surface Transportation Block Grant Program (STBGP), Congestion Mitigation and Air Quality Program (CMAQ), and Transportation Alternatives Program (TAP). Funding decisions for these programs follow a rigorous technical evaluation process defined and managed by ARC. Other funding programs, including federal, state and local sources, are managed by various project sponsors such as GDOT, MARTA, counties and cities. These agencies each have their own decision-making processes and ARC encourages community transparency and documentation of how funding priorities are established. In aggregate, projects recommended for inclusion in the plan are evaluated at the systems level and the results are available at <https://atlregional.github.io/DASH/index.html>. Certain metrics are also presented in the Performance section of the RTP document.

Analyze a variety of scenarios for how available project funding is used.

As tools, data and community engagement techniques become increasingly sophisticated, developing and analyzing multiple investment scenarios must be approached strategically to ensure the best possible use of limited time and resources. ARC agrees that the ability to compare the "trade-offs" between different scenarios can produce a more robust dialogue and more informed decisions. This type of holistic approach is desired to be a cornerstone of the next plan update process and ARC will investigate options in 2020 to ensure the best possible balance of cost effectiveness and level of effort.

Pursue a goal to reduce total vehicle miles of travel.

The Atlanta Region’s Plan includes a number of programs which can help reduce the number and length of trips, such as the support for telecommuting and local area planning which result in land use patterns more amenable to short distance bicycling, walking and transit trips. Many metrics analyzed and reported in the plan are proxies of this VMT reduction recommendation, such as transit utilization and air quality emissions. During each plan update, ARC reconsiders its goals, objectives, policies and will determine whether a more explicit VMT reduction goal would be appropriate within the “Winning the Future” framework. More information can be found at <https://www.atlantaregionsplan.org/policy-framework/>.

Study the challenges and opportunities presented by the expansion of electric vehicles.

Transportation technology is changing rapidly. As the capabilities and market penetration of electric vehicles evolve over time, ARC and the State of Georgia will monitor the need for a deliberate and strategic program to provide supporting infrastructure at a regional level. This will need to be extensively coordinated with state and local agencies, as well as the private sector.

Incorporate resilience into all relevant land use and transportation planning activities.

All planning activities are informed by past and current work on a variety of topics. Transportation system resilience is an area of investigation currently receiving a great deal of attention. ARC leveraged a Vulnerability and Resiliency Framework, completed in 2017, to obtain a federal grant to participate in an ongoing Extreme Weather and Durability Pilot Program. When that work is complete in 2020, we will assess the need for any direct follow-up activities and how to best integrate its findings into the rest of our work program.

More information about ARC’s resilience efforts can be found at www.atlantaregional.org/resilience.

Consider innovative, sustainable freight practices in the urban core to reduce congestion from delivery trucks.

The Atlanta Region’s Freight Plan identifies last-mile delivery of goods in dense areas as a challenge. Among other recommendations, the plan proposes an off-hours delivery pilot project and consideration of freight movement needs in the rollout of connected and automated vehicle technologies. These and other concepts can be explored in greater detail through freight cluster area plans funded by ARC, which examine needs and identify potential solutions in areas characterized by high volumes of trucks and land uses associated with goods movement. Freight issues are also encouraged in development of Livable Center Initiative plans (focusing on mixed use activity centers) and county-level Comprehensive Transportation Plans.

More information about ARC’s freight planning efforts can be found at www.atlantaregional.org/freight.

Make bold investments in technology, including advancing projects and programs that support autonomous and electric vehicles and app-based mobility options.

ARC strongly supports this statement and ARC has provided \$10 million in 2019 to support future connected vehicles technology investments. While the RTP directly plans for the problems of today using available technology, it is prudent to keep current with technological advancements and disruptors that have the potential to impact future plans and developments. It is difficult to determine what public sector transportation investments will ultimately pay the greatest dividends until resolution is reached on the viability and implementation timeframes of the many technological advancements currently under development. Consideration is given to technological innovation aspects of project scopes during the evaluation process associated with a funding solicitation.

Since the RTP is comprehensively updated every four years, and incremental amendments are made on a more regular basis, investment decisions can be reassessed more methodically as new information becomes available.

Create the Southeast's premiere regional transit hub served by air, rail and high speed bus services.

ARC believes the Atlanta Region is well positioned to continue to be the nexus of transportation services in the southeastern United States. Although longstanding proposals for intercity rail service, a multimodal downtown terminal, and other mobility concepts have not come to fruition, they do continue to be explored. In an era of rapid social and technological change, the need to advance some of these concepts into implementation may become more pressing over time. Or other concepts may supplant them.

ARC will continue to be advocate for the region and explore opportunities with the State of Georgia and the U.S. government to improve the range and quality of mobility options connecting us with the rest of the country.

Make changes in tax structure to promote equity, expand transit, increase density and disincentivize car ownership.

ARC does not have taxing authority. This suggestion will be shared with our partner city, county and state agencies for their consideration.

Provide a more robust community engagement process.

ARC is always seeking to ensure its engagement techniques are as rewarding and effective as possible and welcomes any specific suggestions on how to accomplish that goal.

Comments related to the engagement process generally focused on the limited time during which ARC accepted comments on the draft RTP. Federal law requires that draft plans be made available for public review and comment for a minimum of 30 days before adoption. ARC conducted this official review period between November 11, 2019 and December 13, 2019.

This final official review and comment period represented the completion of a four-year process to update the plan. Numerous complementary engagement initiatives have been undertaken by

ARC and partner agencies since 2016 related to the overall plan, corridor and subarea planning efforts, and individual project development and design activities. ARC encourages interested individuals to participate in these opportunities to have maximum influence on specific recommendations advanced for inclusion in the RTP.

More information about ARC's community engagement program can be found at www.atlantaregional.org/community-engagement/.

Promote the use of sustainable materials, such as rubberized asphalt, in transportation infrastructure.

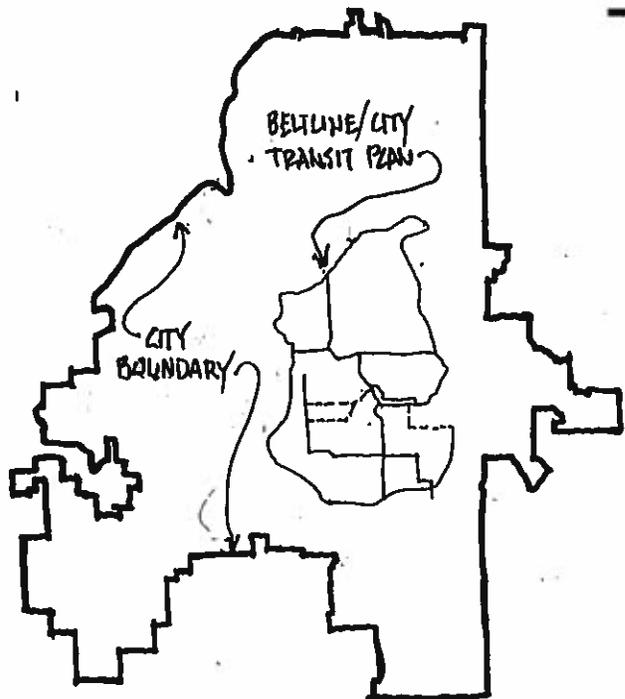
ARC supports the use of cost-effective sustainable solutions whenever possible. This suggestion will be shared with our partner city, county and state agencies which build, maintain and operate portions of the transportation system for their consideration. In addition, ARC is currently in the process of assessing how the sustainable elements of a proposed project should be evaluated when it is submitted for funding consideration.

Accessibility to rapidly developing areas west of Downtown and Midtown is a challenge and major new road and/or transit connections are needed.

The area commonly referred to as West Midtown has redeveloped rapidly in recent years. Bus rapid transit services are proposed along the North Avenue and Northside Drive corridors as part of the More MARTA expansion program passed by City of Atlanta voters in 2016. Several roadways are also proposed for bicycling and walking infrastructure improvements.

More in-depth study of the growth being experienced in this area and its impacts on mobility, safety and access may be warranted. ARC will share this concern with the City of Atlanta and can assist in determining if additional transportation improvements are needed.

Complete Text of All Comments Received



THE ATLANTA JOURNAL-CONSTITUTION SUNDAY, JUNE 3,

The Atlanta Journal-Constitution

"Ask yourself one question. 'Is it right?' Then do what you believe is best for your town, your state and your country." — James M. Cox, founder, Cox Enterprises

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ANOTHER VIEW

Atlanta can't afford to get new transit wrong

By Mike Dobbins

A new day for Atlanta transit has arrived, and with new leadership at city hall, the city has the opportunity to reconsider its transit direction to date. Fumbling along with the Beltline as its narrowly focused de facto transit planner and its mostly empty downtown streetcar as its only on-the-ground transit accomplishment, it's time to get real.

A transit system is about connections between concentrations of origins and destinations — where people are and where they're trying to get, in which coverage area and frequency of service are the most important factors in boosting ridership. Without ridership, transit becomes infeasible. Only after that kind of analysis does it become useful to consider what mix of transit modes best serves the system, evolving over time from right now on into the future. What do we need, who needs it most, and when do we need it? These questions must include consideration of fast-changing travel behaviors and technologies, like bike/pedestrian, Lyft and Uber, and autonomous vehicles. As part of that analysis, it is essential to consider cost and time of delivery. How are we going to pay for different modes, and how long does it take to deliver them?

Instead, somehow untethered from reality, our silly transit debate for years has been about streetcars versus bus modes, not about a multimodal system that provides transit for all our citizens. And, by the way, streetcars cost in the range of five times what bus rapid transit costs, a fact that affects both getting the money and the time it takes to deliver projects.

The city's transit plan, prepared by the Beltline, serves at best only a quarter of the city's area, and thus is on its face not feasible for lack of coverage. That plan, furthermore, calls for about 50 miles of streetcars, which, at about \$100 million per mile, would cost in the range of \$5 billion in today's dollars and would take decades to implement.

Understanding these points explains why no Beltline transit has happened over the life of its Tax Allocation District, now 13 years on.

The city should use this moment to close the widening gap between reality and fantasy in its transit planning. It should start by addressing the questions posed above and proceed in close collaboration with MARTA, whose recently released project report appears to align pretty well with transit planning best practices. In that context, though, probably only two rail projects in the city make sense. First, extending the downtown light rail to Ponce, thus boosting ridership by connecting high concentrations of jobs and housing, might make the forlorn streetcar become a good idea after all. With luck, this project could be completed in five years for about \$150 million. Second, linking Lindbergh MARTA to the underserved Emory/CDC area, whether by rail or BRT, could solve the region's most serious access problem. Again, high concentrations of destinations and origins would guarantee high ridership and ease the area's present vulnerability to access disasters, like the I-85 shut-down.

Other pieces of the Beltline's streetcar fantasies won't happen and should be scrapped, considering instead enhanced bus service for routes that serve needs and boost ridership. City leadership should step up and redirect its Beltline agency, which the city has allowed to become a kind of "alternate city" within the city, to carry out its co-equal tasks of building affordable housing and completing its trail system, projects that can actually get done. The city's new transportation plan, still in draft, carries this gentle admonition: "spend less money on things that are proven not to work."

Mike Dobbins is a professor of practice in the School of City and Regional Planning at Georgia Tech.

Patty Durand
Beltline Rail Now

Low levels of infrastructure investment in south and west Atlanta has been happening for decades. Crumbling or missing sidewalks, poor lighting, inadequate drainage, and other obstacles make it difficult for residents to even walk to a bus stop. And now we have a chance to change that by investing in a transit project that winds through over 40 neighborhoods, connecting communities and enabling people of all incomes to get to far ranging areas for work and other needs. That transit project is the BL.

As written, rail on the BL will be completed by 2045 – the same as saying “never” because the money will have been long gone.

If this draft is not modified, we should stop using the term BeltLine, because the term “line” refers to the rail line that was the core of the vision. This project should be called a Belt Walk. Because that’s all it is: a glorified sidewalk.

You hold a rare and precious thing in this cynical age: the trust of a public willing to commit money to transit; the trust of a public in their government and their institutions to do what was promised leading up to the 2016 transit tax vote.

Citizens are already disappointed by how funding has been so poorly handled related to affordable housing.

Disappointing us further on the rail portion this project WILL undermine our trust in you. It will not be easily regained if ever.

I urge you to modify the plan so that all citizens of Atlanta get the benefits of transit they voted for in 2016, that we get BL rail as promised and get it in a timely manner.

Low Investment

Winds through neighborhoods

2045 - never

BeltWalk

Rare - trust

Disapp'td

Not regained

modify plan

Beth Smith

Good afternoon. Thank you for the opportunity to speak today.

My name is Beth Smith, I've lived in Atlanta for 21 years (20 in the East Lake neighborhood). I've been a Realtor for 19 years and a transit advocate for the last year-and-a-half.

To be perfectly honest, I wasn't sure what comments I was going to make today.

~~I've rewritten them three times.~~ There's a couple versions.

The first ~~speech~~ was mildly critical of the More MARTA Plan, which doesn't seem to take into account that light rail along the BeltLine clearly benefits more of Atlanta - in terms of geography and income levels. Because if it did, More MARTA would list BeltLine rail as it's top priority and get to work laying tracks now.

Then there's the second draft -- which asks whether the Streetcar can, or even should, be fixed. That's the very same Streetcar we were told would not become part of MARTA, but did. That's the very same Streetcar that is stuck in traffic because it doesn't have a dedicated lane and isn't synchronized with traffic lights. So, you can understand my concern ... the More MARTA plan ties the Streetcar to the BeltLine. One is loved ... and, well, I'm sure you've heard PLENTY about the other.

But yesterday was a big day. A couple things happened.

I learned the developer who was about to get a *huge* tax break from the city, said he would be building with or without that tax break. And I'm pretty sure that never would have happened if there hadn't been a public outcry.

And, last night I attended the Atlanta BeltLine Inc. update. You just can't help but be inspired by the people at A-B-I, who are bringing this amazing project to life. But I'm equally inspired by the people who attend meetings and ask questions. These are the people who are helping make good ideas into even better ones. They remind us why the BeltLine is so important. And how profoundly it is changing people's lives. (Unfortunately, it's not always for the better.) The people of Atlanta bring the concepts of equity, affordability, sustainability and mobility to life.

I hope A-R-C members are inspired by visiting the BeltLine Center and the A-B-I Web site. But I also encourage you to walk the BeltLine, and pay close attention to the inequities and unintended consequences.

It is my deep belief that installing light rail along the BeltLine will minimize or eliminate some of the challenges we're facing. And the sooner we tackle those problems, the better.

So, before you finalize the More MARTA plan ... please, make it BETTER for ALL of Atlanta. And could you also make it happen faster?

Thank you.

TRANSPORTATION COORDINATING COMMITTEE
December 13, 2019 Meeting Notes

TCC Members or Alternates Present:

<i>ARC</i>	David Haynes		
<i>Atlanta</i>	Jason Morgan	<i>Fulton</i>	David Clark
<i>Barrow</i>	---	<i>GDOT</i>	Charles Robinson
<i>Cherokee</i>	Geoff Morton	<i>GRTA/SRTA</i>	Jamie Fischer
<i>Clayton</i>	---	<i>Gwinnett</i>	Vince Edwards
<i>Cobb</i>	Eric Meyer	<i>Henry</i>	Sam Baker
<i>Coweta</i>	---	<i>MARTA</i>	Bryan Hobbs
<i>DeKalb</i>	Sylvia Smith	<i>Newton</i>	Chester Clegg
<i>Douglas</i>	---	<i>Paulding</i>	Ann Lippmann
<i>EPD</i>	---	<i>Rockdale</i>	---
<i>Fayette</i>	Phil Mallon	<i>Spalding</i>	---
<i>Forsyth</i>	---	<i>Walton</i>	Joe Walter
<i>MD-1</i>	---	<i>MD-4</i>	Michelle Wright
<i>MD-2</i>	---	<i>MD-5</i>	---
<i>MD-3</i>	---	<i>MD-6</i>	---

Advisors (Non-voting):

<i>CBMPO</i>	---
<i>GHMPO</i>	---
<i>GDOT I'modal</i>	---
<i>FHWA</i>	---
<i>FTA</i>	---

Transportation Coordinating Committee – Meeting Summary

John Orr, Chair

1. Welcome; Acceptance of November 22, 2019 TCC Meeting Summary

David Haynes, ARC, chaired the meeting in place of John Orr, ARC. David asked if there were changes to the November 22nd meeting summary. Hearing no additional comments, the summary was accepted as presented.

2. The Atlanta Region's Plan Transportation Overview

David Haynes said that this presentation would cover an overview of what the RTP/TIP does, as well as what it doesn't do. He said the presentation would also cover some of the specific projects in the plan. This would help to ensure that everyone is working from a common set of knowledge.

David began his presentation by describing ARC's role as a state designated regional commission, which includes 10 counties in the Atlanta region. ARC is also a federally designated metropolitan planning organization, which covers 20 counties and 95 cities. (A map of these areas is in the presentation.) As the federally designated MPO, ARC is required to adopt a long-range regional transportation plan (RTP) and a short-range transportation improvement program (TIP) focused on implementation. The RTP must project at least 20 years, and the RTP and TIP must be updated at least every four years. These plans must be fiscally constrained based on realistic projections of future revenue for the RTP time period. Projects can't be included in the RTP if they can't be paid for based on realistic future funding projections. The current RTP/TIP has been amended seven times since their adoption in 2016, so the RTP/TIP aren't set in stone once they are adopted.

There are many steps in the RTP/TIP's Plan Development Process. ARC is currently near the end of that process, in the federally required 30-day comment period. Significant data analysis and planning has been conducted prior to this point, as has extensive community engagement. ARC has conducted outreach related to this RTP/TIP update, as well as related to other planning efforts that feed into the RTP/TIP. Local governments and other agencies such as MARTA have also conducted public outreach for their planning efforts which feed into the RTP/TIP.

The RTP/TIP last had a full update adopted in February 2016, and this new plan update is projected to be adopted by ARC in February 2020. The new plan has a horizon year of 2050, compared to the previous plan which had a horizon year of 2040. This plan will have more attention on equity, resilience, and performance targets, based on updated federal requirements. The new plan has greater focus on system preservation, demand management, and land use coordination. There are additional arterial projects, ongoing refinement of the toll lane program, and a greater emphasis on comprehensive transit expansion. About 210-220 miles of new, premium, high-capacity transit projects are included in the plan. Almost \$173 billion of funding is in the plan, with about 59% of that allocated for maintenance and operations. Only \$38 billion is for big ticket transportation capacity projects.

Funding comes from a variety of federal and state sources. Most of this funding has restrictions to specific transportation modes, geographic areas, or other specific uses. Funding from state gas

taxes are required to be spent on roadway needs and can't be spent on other modes. \$75 billion of revenue comes from local sources, including SPLOST revenues, MARTA sales tax revenues, transit agencies' farebox and other revenues, city and county general funds, etc.

Regionally significant projects are less than half the plan. The RTP document only reflects projects that use federal funding or expand transportation capacity. Funding is still being spent on local and state projects that aren't required to be a part of the RTP.

The federally required public comment period ends today, December 13th. A public hearing was held on November 14th in conjunction with the regularly scheduled Transportation and Air Quality (TAQC) meeting. Final documentation for the plan will be available in late January 2020. Approval actions are projected to take place in 2020 following this schedule:

- ARC TCC - February 7
- ARC TAQC - February 13
- ARC Board - February 26
- GRTA (TIP only) on March 11
- Conformity determination from USDOT after March 11

3. Public Comment period

David Haynes asked Melissa Roberts to begin the public comment part of the meeting. Melissa explained that ARC typically allows 10 minutes for public comments and limits each speaker to 2 minutes each. For this meeting, time has been allotted for more than 10 minutes of public comment. She said that while members of the public would be permitted to speak for more than 2 minutes each, she asked for each speaker not to go much beyond 2 minutes each to allow ample time for discussion. The following members of the public spoke.

Patty Duran, Beltline Rail Now: Ms. Duran stated that a lack of transportation infrastructure and maintenance on the south and west sides of Atlanta makes travel within this area, and to and from this area difficult. The Beltline has the potential to significantly improve connectivity to this area. The 2016 MARTA sales tax included rail, and the public will lose trust in government agencies if rail is not provided. She said that funding rail in 2050 is essentially not funding it. She said that she currently views the Beltline as a line, as it doesn't circle around the City to be a belt. Moreover, she without the transit component, she views the Beltline as a glorified sidewalk.

Mike Dobbins, Georgia Tech: Mr. Dobbins stated that the feasibility of transit depends on ridership, which is the ability to get riders from where they are to where they want to go. This comes from origins and destinations. The ability to get around is a major challenge for people in the region that don't own a car. Mr. Dobbins said that it is difficult to know how travel modes and people's behavior will change by 2050. He said that he and his Georgia Tech students have worked out several steps to consider when evaluating projects, and that ARC likely has similar evaluation criteria. These are based on cost, funding availability, schedule for delivery, organizational delivery. There is also a political filter which doesn't necessarily lead to facts or truth. Mr. Dobbins said the City should spend less money on things that are proven not to work.

Sally Flocks: Ms. Flocks said that the plan should focus more on bus needs in the region. She noted that there were many bus routes cut during the recession, extending headways and

reducing options for travelers. She said that rail is expensive and will take a long time, but that bus changes can be made more quickly. She said the City needs bus routes with 15-minute headways or less, bus lanes, bus priority at signals, and benches/shelters at bus stops. She added that people who want more bus availability may not be as well organized as those looking for more rail transit in the City. Overall, she said there is a need for a comprehensive re-design of the bus system, and there is a need for more east-west routes, in particular.

Bianca Thrasher, Samson Transportation: Ms. Thrasher said that she is a lobbyist for Samson transportation. She wanted to thank everyone for the opportunity to work on transportation in the region, and said they were interested in future opportunities for transportation work.

Rick Hudson: Mr. Hudson said that there are a lot of people in Atlanta that are not well served by transit. Many people must transfer multiple times to get to their destination. He said this is an equity issue and it's important to get everyone to their destinations more quickly. He stressed that it's important to build rail on the Beltline sooner than the 2040-2050 timeframe that's in the RTP. He stated that he lives in southwest Atlanta and that they have already seen more dense development happen in that part of the City, but without related transportation improvements such as Beltline construction. He stated that Southwest Atlanta has the density to have plenty of ridership.

Sherry Williams, Georgia Stand-Up. Ms. Williams said that Georgia Stand-Up is focused on equity and inclusion. She stressed that \$173 billion will be spent on transportation projects in the plan, and that it's important that this funding is awarded to companies in an inclusive way. She said that DBE (Disadvantaged Business Enterprise) companies are key to implementation of these projects and we should do better as a region at DBE inclusion.

David Haynes asked if anyone else in the audience wanted to speak. No one did.

4. Open Discussion

Following the designated public comment period, and open discussion took place among TCC member and meeting attendees.

David Haynes began by stressing that the RTP/TIP is not set in stone. The current plan that was adopted in 2016 has had amendments adopted 7 times. Due to some recent changes, the RTP will potentially have an amendment up for adoption in spring 2020, after the planned adoption in February 2020. So, this adoption is not the end of the process.

David said that the More MARTA sales tax is projected to collect \$2.7 billion over the next 20 years. However, federal funding via FTA is key to moving transit projects forward. This funding is competitive, and ARC, MARTA, and the rest of the region can't control if that funding is allocated for the region. He said that it's important to be strategic in the application process in an attempt to maximize the funding that is received.

Jason Morgan, City of Atlanta, stressed that the City understands the need for addressing equity in the City. He said that the City works with MARTA to maximize potential funding revenue and to how to use that revenue most effectively. He said that the way the funding is allocated in this RTP is how the City believes is the best approach, but that this is continually re-evaluated

and may change in the future. Jason added that the City was excited to be able to move forward with the new transit lines in the plan, as for many years no new transit lines were being built in the City.

Bryan Hobbs, MARTA, said he wanted to re-iterate what Jason said and that MARTA is also significantly focused on equity. He said that MARTA considers all the jurisdictions they serve, including Fulton County, DeKalb County, Clayton County, and the City of Atlanta. He said that MARTA will be applying for federal funding and will attempt to maximize what they can build based on the funding available. Their goal is to have a world class transit system for the region. He said buses are also very important as part of MARTA's service, and that the bus system was also being re-evaluated. Additionally, as new transit lines are built, bus routes will continue to be re-evaluated based on connections to those new transit lines.

Beth Smith, East Lake resident: Ms. Smith said that she is a member of Beltline Rail Now but that she speaks as a resident of the City. She said she was surprised when she first learned that funding wasn't dedicated to Beltline rail. She said this creates a trust issue with the City's residents, as did the construction of the Atlanta streetcar. She added that everyone here today wants the best transportation system available for the City. She said that the streetcar was not a positive addition to the transportation system, and so trust needs to be won back.

David Haynes said he appreciated the enthusiasm of everyone in attendance and their willingness to take the time to attend today's meeting and provide their input.

Sally Flocks said that a comprehensive overall of the bus system is needed now. She said updating of the bus system should not wait until rail lines are built. She uses buses to get around the region and having headways of 30 minutes or more creates challenges.

Jamie Fischer, GRTA/SRTA, asked Sally about the tradeoff between bus fewer routes and shorter bus headways. Ms. Fischer said that with limited transit assets, there is typically a tradeoff between these areas. Sally Flocks said that there shouldn't be a tradeoff. She said that more money should be spent on buses rather than rail so that more routes with shorter headways would be possible.

Bryan Hobbs, MARTA, said he misspoke previously and that MARTA bus routes are not just re-evaluated when a new rail line is completed. He said that the MARTA bus routes are updated regularly based on changing needs, in addition to being updated due to changes related to the rail system.

Patty Duran, Beltline Rail Now, directed her comments to MARTA and the City of Atlanta. Said that we shouldn't compare the Beltline to transit systems in other cities, as the Beltline is a potentially world class system. She said she's looking for passion, energy, and excitement for pursuing federal funding, rather than discussion of the need to compete for federal funding with other cities. She added that the Clifton Corridor project was getting too much funding at the expense of Beltline rail. She said that the Clifton Corridor project will better connect wealthy, white residents while the Beltline is more focused on equity and serving residents of all races and income levels.

Bryan Hobbs, MARTA, said that the Beltline and Clifton corridor are both in the RTP. He said that neither the Clifton Corridor transit line or the Beltline are fully funded. The federal funding process is very competitive, and criteria must be met, so funding for portions of both projects are being pursued. He said that both transit lines are important for the City and serve different needs.

David Haynes stressed that ARC has been a major proponent of the Beltline, although much of the work has been behind the scenes. David Haynes said that in particular, ARC has worked to help ensure funding for Beltline transit during various iterations of plans over the years. He said that the Atlanta region sees the Beltline transit as a very important project, but at the federal level, funding is still very competitive. The Atlanta region must still compete with transit projects in Houston, Denver, LA, and many other cities.

Jason Morgan, City of Atlanta, stressed that there is enthusiasm for the Beltline at the City, but that the City is realistic about potential federal funding availability. The City is looking at all potential funding options and ways to package various transit options in the City. He said that there are a variety of needs for people in the City and region based on where people live, where they work, income levels, and other factors.

Rick Hudson said that ARC doesn't need to defend themselves, and that ARC has been a great partner. He noted that ARC has been involved since initial planning efforts first started for the Beltline. He said that Atlanta residents just want truth from government. He said that the push for the More MARTA tax said that the full Beltline would be built, and that the Clifton Corridor project would only come from multi-jurisdiction funding. However, he said that now the Clifton Corridor project is getting a large amount of funding at the expense of the Beltline transit. Mr. Hudson said that Atlanta received no federal transit funding in recent years, and we should not count on it for Beltline transit funding. He said that the City and MARTA should look at bonds and other funding options that don't use federal funds. He added that the Beltline has the potential to be a great equalizer that connects neighborhoods throughout the City.

Bryan Hobbs, MARTA, said that the Clifton Corridor project is only getting about \$350 million, rather than roughly double that amount, as some speakers have mentioned. He added that MARTA is also looking at all potential funding options. He said that MARTA would be coming back to the public for additional public input in 2020 on transit needs in 2020. Mr. Hobbs said that environmental studies have been submitted to FTA for Beltline transit and for the Clifton Corridor project, but neither have received funding at this point. Rick Hudson again stressed the need for bonds and other funding to complete these transit lines sooner.

David Haynes said that for clarification, the Clifton Corridor project is not fully funded, and that federal funding or other sources will be needed. He asked MARTA that if funding is not available will the decision to move this forward be re-evaluated. MARTA said yes, that any project that isn't funded will be re-evaluated.

Sherry Williams, Georgia Stand Up, held up her Breeze card and said she always buys the 20-ride card to get a discount. She said she agreed with comments made by Mike Dobbins and Sally Flocks about transit needs in the City. She said it's important to have many bus route options and frequent headways so that riders can easily use the bus system without having to become experts on all aspects of the system. She said that it's common to not have sidewalks,

crosswalks, and other infrastructure/amenities near MARTA bus stops, but the need is great in areas with MARTA bus routes. She stressed the need for implementation of transit on the south side of the City to equitably serve residents who need the transit system to get to jobs and move around their communities. She said there will never be enough money, but we that we need more P3 partnerships to move projects forward. She stressed that other regions don't have as many local jurisdictions as the Atlanta region has, so it's easier for those regions to implement projects.

David Haynes said that there were some strongly held views expressed in the meeting today but he said that it was a good conversation and thanked everyone who attended and spoke. He said that everyone is focused on having the best transportation system possible in the Atlanta region, and that it's important to be sure it's an equitable system that works to serve everyone in the region.

6. Other and Committee Introduced Items

None.

7. Announcements

No announcements were made.

8. Adjourned.

With no further comments, David adjourned the meeting.

Handouts & Presentations:

- 12-13-2019 TCC Agenda.pdf
- 11-22-2019 TCC Notes.pdf
- The Atlanta Region's Plan Transportation Overview PowerPoint

Here are my comments.

My name is Rick Hudson and I thank you for giving me the opportunity to speak today. I come here a too as a citizen and also as a member of Beltline Rail Now.

I want to talk about the double talk and change of priorities that we've seen in More MARTA and how in their marketing before the vote we were told that if we voted for it they would build the whole Beltline Rail out. They also said that the Emory Clifton Corridor would only be considered if they had 3rd party funding (ie. Dekalb County) participation in all their presentations. We now hear that the section of Atlanta (Lenox Park),that the Emory Clifton Corridor would pass through to get there, is now going to be annexed into Brookhaven. That's no longer In the City of Atlanta and does not deserve the Lion's Share of the More MARTA dollars that are currently allocated now.

The double talk of no 3rd party support for ECC and not being true to the marketing materials is just not right. I was raised in a small town of 2000 people on a good day and I was taught your word is your bond. Let's stay true to our word and Build the Beltline as advertised.

Thank you

From: [Zach Marsh](#)
To: [Opinion](#)
Subject: 30 year plan input
Date: Tuesday, December 3, 2019 1:35:08 PM

Dear ARC planning committee members,

I wanted to provide my input on items I would like to see included in the 30 year transportation plan for the region. I would like to see investments in bicycle and public transportation infrastructure.

As a bicycle and public transportation commuter, I have experienced the mental and physical benefits that commuting by means other than a car can provide. I currently bike from my house to the West Lake MARTA station, take the MARTA blue line across town to the Edgewood/Candler Park MARTA station, and bike the remaining 4 miles to my work. The city of Atlanta has made great strides over the past few years in regards to it's bicycle and multiuse trail network; however, there are many areas in which it could be improved. I would love to see additional investments made in bicycle infrastructure and complete streets.

The MLK Jr Drive improvements nearing completion will personally impact my commute and allow me to ride my bike from my home in Westview across town to my job at the Centers for Disease Control and Prevention. Much of this trip will take place in bike lanes installed by the MLK Jr Dr improvement or by using the wonderful PATH system. I would love to see this success replicated since it will encourage others who live and work in the perimeter to commute via bicycle. Not only are bikes a great physical health benefits to the rider, but they also contribute 0 carbon emissions and improve the interaction of the cyclists with their community.

For those not interested or able to commute by bikes, public transportation can provide an efficient and low emissions option for people to commute. I encourage you to also provide funding for light and heavy rail improvements as they are not hindered by car traffic and provide a reliable, efficient means to commute.

I am excited you are working to improve the transportation network of the region. As someone who has reaped the benefits of alternative transportation to and from work, I urge you to focus resources on these methods rather than car infrastructure that has proven to be costly, inefficient, and have numerous negative social and psychological affects.

Thank you for your time. I would be happy to discuss my opinions further.

Zach Marsh

From: Dusack.Christopher.T
To: [Opinion](#)
Cc: [REDACTED]@yahoo.com
Subject: 2050 plan
Date: Wednesday, December 4, 2019 12:31:48 PM

I am a 46 year old married father that bike commutes daily from East Cobb to downtown Atlanta, in the rain, all through the winter, through snow, and the furnace like summer months. I've fixed broken chains, flat tires (for motorists too), malfunction bike lights, sent to the ER after a van hit me, and more. I arrive at work refreshed and ready to start my day and my return commute energizes me for the rest of my evening, once I return home.

I have noticed more folks that have ditched the car in favor of a smaller and more efficient way to get around – a bicycle.

My bicycle commuting started about 8 years ago with 2 or 3 times per week by bike, and the rest by car with MARTA making up about 2/3s of the distance. I occasionally run to the train station as well.

I now only put about 2,000 miles per year on my (soon to be daughter's) car and in a few more months I will be car-less, except for the occasional borrow back of the car from my daughter, or borrowing wife's car. This is a small win for the environment and huge win for our personal finances.

There are plenty of bike commuters out there, but not many from East Cobb. I'd be happy to discuss the challenges and joy of bicycle commuting in and around the greater Atlanta area. I also have 7 years' worth of GPS bicycle data, though it does include a significant amount of recreational bicycling.

Sometimes the simplest tool yields the most effective outcome. A bicycle is an incredibly efficient and relatively simple machine that can easily carry 20 times its own weight. "The bicycle is a curious vehicle. Its passenger is its engine." -- John Howard

Chris

Christopher T. Dusack, CFP®
Vice President, Investment Portfolio Manager
Private Wealth Management, SunTrust Bank
Take a step toward financial confidence.
Join the movement at onUp.com.

Tel: [REDACTED] Mobile: [REDACTED]
Christopher.t.[REDACTED]@suntrust.com
Mail Code: GA-ATL-0032
303 Peachtree Center Avenue, 2nd Floor
Atlanta, GA 30308

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[ST:XCL]

From: [Chris Jones](#)
To: [Opinion](#)
Subject: 2050 transportation plan public input
Date: Tuesday, December 3, 2019 9:24:33 PM

Hi there,

I'm a life long metro Atlanta resident. Also I travel the metro area everyday for work and play.

I would like to see more funding spent on dedicated bike trails such as the Beltline, Peachtree green way etc. We can cover a lot of miles on a bike. I would do so if I could do it without the responsible fear of getting nailed by a car.

I'm originally from Mableton, currently live in Buckhead. I drive a Ford Expedition and have two kids, two dogs. My wife works in midtown.

Let me know if I can be of further assistance regarding public input.

Best,
Chris

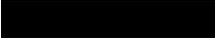
Sent from my iPhone

From: [Andrade, Tonio](#)
To: [Opinion](#)
Subject: ARC Transportation Plan Draft
Date: Monday, December 9, 2019 1:54:18 PM

Dear ARC Transportation Planners,

The new Regional Transportation Plan has some good points, but it doesn't do enough to shift transportation priorities from private automobiles to transit and active transportation. The climate emergency is here, and gas-powered vehicles are responsible for close to a third of the regions CO2 emissions. Expanding freeways and interchanges will make the situation worse. In addition, spending billions of dollars on interchanges will not solve the problem of gridlock, due to the phenomenon of induced demand. The only way to solve Atlanta's transportation issues is to invest heavily in transit and last-mile solutions such as a connected network of protected multi-use paths, for use by bike riders, walkers, and other light individual vehicle users. This is a time for bold and visionary transportation leadership, not a rehash of the failed plans of the past.

Thank you!

Tonio Andrade
119 W. Dearborn Circle
Decatur, GA 30030


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From: [Tom Okie](#)
To: [Opinion](#)
Subject: Atlanta Regional Transportation Plan
Date: Wednesday, December 11, 2019 1:50:29 PM

Dear ARC,

I'm a professor at Kennesaw State and I commute by bike much of the time, so I am excited to see two projects on the list:

- the creation of a Cobb Linc service from KSU to MARTA Arts station.
- the completion/connection of the Cherokee and Cobb county Noonday Creek Trails

I would also love to see the connection of the Mountain River Trail on Old Highway 41 to the Noonday Creek Trail via Ridenour Rd / Greers Chapel Rd. Currently that road is mostly without a sidewalk even, and traffic is fast and, due to hills and curves, often blind.

Thanks,
Tom Okie

From: [Laurie Israel](#)
To: [Opinion](#)
Subject: Atlanta's transportation plan: more protected bike paths, please!
Date: Tuesday, December 3, 2019 2:01:17 PM

As a bicycle commuter, I'm continuously frustrated by how unsafe biking in Atlanta is. I recently traveled to Vienna, where I saw excellent biking paths that were all protected by being set away from the road by 10 feet or more. We bikers need to feel safe, because we are so vulnerable.

I believe that if Atlanta put a lot of resources into protected bike paths, like the PATH Parkway by Georgia Tech, this would go far to get people out of cars and onto bicycles or scooters. As electric bikes get more efficient and less expensive, more people will use them and the hilly terrain of Atlanta will be less of a deterrent to biking. I say this from personal experience because I own an electric bike and the hills of Atlanta are no longer an issue.

- Don't waste money on "sharrows." Nobody uses them. Simple sharrows are almost useless because you are still riding in traffic.
- Painted bike lanes on the side are only a little better, because you are still riding beside cars who could easily cross into the bike lane by accident. For them it's an accident, for you it could mean death.
- The best bike lanes are protected ones - like the PATH Parkway by Georgia Tech and The Atlanta Beltline, where cars are at a distance.
- The 10th Street bike path is better than one with no barrier, but this barrier is still easily crossed by cars by accident.
- A protected bike path running beside some major thoroughfares such as Dekalb Avenue, Ponce De Leon Ave and Northside Drive, would go far in alleviating some car traffic. I know many people look forward to the PATH 400 being a viable commuting option.
- Connecting some of the existing PATH bike paths would also help
- Create a strong bike culture. Study other cities with good bike path systems - like in Europe. Amsterdam and Copenhagen are the shining examples, but Vienna and other towns in the Netherlands also have strong bike cultures.

From: [Laurie Israel](#)
To: [Opinion](#)
Subject: Fwd: Atlanta's transportation plan: more protected bike paths, please!
Date: Tuesday, December 3, 2019 2:03:35 PM

I forgot to sign my name to the below email:

Laurie Israel
414 Burlington Rd NE, Atlanta, GA 30307
[REDACTED] [gmail.com](#)

----- Forwarded message -----

From: **Laurie Israel** <[REDACTED] [gmail.com](#)>
Date: Tue, Dec 3, 2019 at 2:01 PM
Subject: Atlanta's transportation plan: more protected bike paths, please!
To: <[REDACTED] [atlantaregional.org](#)>

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From: [Greg Winchester](#)
To: [Opinion](#)
Subject: Mobility
Date: Tuesday, December 3, 2019 10:22:35 PM

Atlanta is known as the City in the Forest. We should capitalize on this as a truly distinctive asset of our great community and use it as rallying cry to solve our mobility problem. The greater Atlanta area should become the national leader in Urban trails for pedestrians and cyclists and other similar modes of transportation. This will accelerate mobility solutions, improve lifestyles and health, increase real estate values and reduce pollution. Every city should have at least one primary trail and they should all eventually link together. It should be possible for someone to disembark at Hartsfield one day and walk or bike all the way to Lake Lanier, Lake Allatoona or to Jefferson.

Be bold but offer this cost efficient solution at the top of the list after repairing the existing infrastructure.

Greg Winchester
Sent from my iPhone

From: [Dennis](#)
To: [Opinion](#)
Subject: Traffic
Date: Tuesday, December 3, 2019 1:30:52 PM

Are you still planning on making Monroe Drive a “Complete Street”. And continue it south on Boulevard? With pedestrian safe cross walks, bikes, and scooter lanes. We need this. Especially from piedmont park east side Beltline entrance, to Ponce at a minimum

Sent from my iPhone

From: [Elizabeth Eggers](#)
To: [Opinion](#)
Subject: Transportation Plan
Date: Thursday, November 28, 2019 7:05:39 AM

Consider speeding up the construction of multi-use trails network throughout Atlanta for commuters on bikes and walking to lunch spots at work.

How can federal dollars come in more quickly?

Thank you!

Sent from my iPad

From: [BeltLine Rail Now](#)
To: [Opinion](#)
Subject: BeltLine Rail Now comment on RTP 2020
Date: Thursday, December 12, 2019 10:34:43 PM
Attachments: [BeltLine Rail Now comment on 2020 RTP - December 12, 2019.pdf](#)

Good evening. Attached are BeltLine Rail Now's written comments on the proposed RTP for the 2020 cycle. Thank you for your consideration.

- BRN



408 Glenwood Ave SE - Atlanta, GA 30312 – www.beltlinerailnow.com

Dec. 12, 2019

John Orr, Manager
Transportation Access & Mobility Group
Atlanta Regional Commission
229 Peachtree St. NE
Atlanta, GA 30303

Dear Mr. Orr, Mr. Armstrong, Mr. Hooker, Mayor Bottoms, and the members of the ARC Board:

Please accept these comments on behalf of BeltLine Rail Now, a citizen advocacy group working to advance the construction of rail on the Atlanta BeltLine.

Although Beltline Rail Now believes the Regional Transit Plan now before this body has a lot to like, we find it deficient in important areas and would like to see some changes made before adoption.

On the positive side, the More MARTA program's bus service improvements are vital. Bus rapid transit can boost mobility on crosstown arteries. Southwest Atlanta is long overdue for rapid, reliable service. And we're happy to see it includes plans for rail on all segments of the BeltLine now in public hands, which run clockwise from Buckhead to Bankhead.

However, the timetable for building those rail lines is a serious flaw. Most of the BeltLine won't see rail for 15 to 25 years, during which time the core city's population is expected to more than double.

Atlanta needs transit that boosts mobility, fosters equity and makes the heart of the metro area more affordable and sustainable. And no other project on this list delivers those benefits like the BeltLine, which will connect 45 neighborhoods to the spokes of the existing MARTA rail system when complete.

- As citizens who are paying a regressive half-cent sales tax to fund more transit, we want that service delivered as soon as possible. The BeltLine has right-of-way in hand, decades of planning and a designated source of funding to start construction. The ARC's own figures show the combined BeltLine segments in the plan would draw more boardings than any other big-ticket item on the More MARTA list. There's no reason construction shouldn't start ASAP.
- But while it was the top selling point when MARTA and the city of Atlanta asked us to vote for that tax, BeltLine rail has been sidetracked in favor of projects that fail to deliver benefits for most of the taxpayers who are funding them. And the last neighborhoods to receive service on the projected schedule are some of the most transit-dependent neighborhoods in Atlanta—neighborhoods whose need

for revitalization was among the reasons cited to create the Tax Allocation District that is helping fund BeltLine development today.

- A BeltLine without transit has turbocharged gentrification and displacement around the Eastside Trail since it opened in 2012. We can't let that continue to happen. Reliable transit that allows people to reach jobs, destinations and opportunity can save people more than \$10,000 a year, giving them the financial breathing space they need to stay in their homes as their neighborhood redevelops.
- And as its population grows, Atlanta is striving to reach ambitious targets for reducing municipal carbon emissions. Transportation is now the No. 1 source of US emissions, and giving people alternatives to sitting in traffic pumping out carbon dioxide is essential to reaching those goals.

So in the interests of mobility, affordability, equity and sustainability, we strongly encourage the ARC to move the BeltLine rail projects already included in the More MARTA list moved to the “by 2030” completion status.

This project has a deep well of public support. It was that grassroots support that put the BeltLine on the map—and kept rail on those maps when planners previously attempted to cut two-thirds of it. In public comments at meetings, in written comments to your office, and in a citizen petition signed by nearly 9,000 people, citizens have expressed clearly the desire for rail to begin construction immediately.

So you hold a rare and precious thing in this cynical age: the trust of a public willing to commit money to public transit. Disappointing them threatens to undermine that trust, and it won't be regained easily. Meanwhile, other communities that are on the fence about supporting transit are watching. We hope you'll consider that before putting the final touches on this plan.

Thank you for your time,

Matthew Rao

Patty Durand

Co-chairs, BeltLine Rail Now

From: [Donald Katz](#)
To: [Opinion](#)
Subject: 30 year transportation Plan
Date: Tuesday, November 26, 2019 1:36:56 PM

To whom it may concern:

I recently heard that the 30 year transportation plan heading to the feds currently only has two miles of Beltline rail on it. That needs to change, and be updated to match the actual needs of our communities. Beltline rail should be a priority for the whole corridor, and at least matching the mileage of track that our half cent sales tax is proposed to fund under MARTA's vision. We need projects that move commuters, not just a collection of special interests.

Donald Katz

Sent from my iPhone

From: [Jason Lye](#)
To: [Opinion](#)
Subject: 30 year transportation plan: Light rail build-out by 2030
Date: Friday, November 29, 2019 9:00:43 AM

To: Atlanta Regional Commission

Dear members of the Atlanta Regional Commission,

First, I'd like to Thank you all for your service to the people of Atlanta, and for your continued long-term planning support.

Second, I'd like to suggest to the commission that a full buildout of transit along the 22-mile beltline loop by 2030 is recommended by residents.

I'm writing as an Atlanta resident currently living in Reynoldstown, having lived in several different neighborhoods during the past 21 years in the city. The traffic in the city as well as the main arteries in and out of the city are now so congested that the city practically grinds to a halt twice a day every day. We are desperate for alternate commuting solutions such as expansion of MARTA into Cobb and Gwinnett counties, as well as light rail within the city to take more cars off of the surface streets.

The Beltline construction has been a true blessing, breathing life into many of the city neighborhoods, including Reynoldstown, Inman Park, Virginia Highlands, Piedmont Park and, with new expansion through Grant Park and Peoplestown. I also see construction in East Point and planned development in West End. The Beltline allows residents to take in fresh air, exercise in a traffic-free environment, and arrive at destinations without having to drive. Thank you for your roles in moving this development forward.

Thinking about both alleviating traffic and the Beltline, it is my understanding that light rail is planned to provide additional transportation options to commuters. I also read that only 2 miles of light rail has been proposed by 2030. Clearly, enabling less than 10% of the Beltline with light rail will have little impact on commuter traffic, and not be very useful for most residents. I'd like to suggest that the proposed rail plans be expanded to include building out transportation for the entire 22 miles of the Beltline by 2030 as a goal. Approval of the 1/2 penny city transportation tax is one more tacit data point suggesting public support for expanded rail links. Indeed, this tax could be used to help fund the transit buildout along the beltline.

Thank you for considering my opinion in these matters. I look forward to continuing our discussions.

Kind Regards,

Dr. Jason Lye

Jason Lye Ph.D
Lyco Works Incorporated



<http://lycoworks.com>



Strategy 300
Recommended
Individual 2018

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Kind Regards,

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Jason Lye Ph.D
Lyco Works Incorporated



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Strategy 300
Recommended
Individual 2018

From: [Jordan Ososki](#)
To: [Opinion](#)
Subject: 2020 Atlanta Regional Transportation Plan - Beltline Rail
Date: Thursday, December 12, 2019 3:06:25 PM

To whom it may concern,

Rail along the Beltline corridor should be one of the very top priorities for any transportation planning for Atlanta. Taking cars off the road and using cars less is a fundamental part of saving the planet from complete destruction. This is as urgent as any issue in the history of humanity. Let's treat it as such. Public transportation has a major role to play.

Even people that remain car commuters stand to benefit from the expansion of rail. Building more roads induces more demand and handcuffs us to the same failed policies that have polluted our air, killed thousands in highway accidents, and reduced Atlanta's commutes to a running joke.

The Beltline corridor was once rail, and can relatively easily be rail again. It is **LOW HANGING FRUIT**. It needs to be sped up and emphasized, **NOT IGNORED!**

Please listen to your conscience and do the right thing.

Sincerely,

Jordan Ososki

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To: [Opinion](#)
Subject: 2020 Atlanta Regional Transportation Plan - Beltline Rail
Date: Thursday, December 12, 2019 3:06:25 PM

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Sincerely,

Jordan Ososki

From: [Roula AbiSamra](#)
To: [Opinion](#)
Subject: 2020 regional transportation plan - public comment
Date: Thursday, December 12, 2019 3:15:20 PM

Hello: I'm writing as a longtime Atlanta resident, worker, voter, commuter, etc. I urge you to prioritize rail improvements above all else in the coming plan — in particular, to fulfill the Beltline corridor rail plan completely.

Alternatives to car travel will be increasingly important because our metro continues to grow. I dread a possible future of even more drivers, with increasing gridlock, road rage, air pollution, and burning summers. And building more roads only expands the problem.

High-quality, efficient public transportation can help us thrive in this century. We really need it. We really can do it. Please commit to fully building out the Beltline rail plan, no excuses; and to adding other improvements so we can opt out of car travel more often, for the common good.

Thank you,
Roula AbiSamra

From: [John Duke](#)
To: [Opinion](#)
Subject: 2020 Regional Transportation Plan
Date: Thursday, December 12, 2019 1:45:52 PM

I am writing as a concerned Atlanta citizen. Rail along the BeltLine corridor should be one of the very top priorities for any transportation planning for Atlanta. Taking cars off the road, using cars less, is a fundamental part of saving the planet from complete destruction. This is as urgent as any issue in the history of humanity. Public transportation has a major role to play.

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Sincerely,

--

John Duke
Vice President
Duke & Associates, Inc.
LivingStories.TV



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To: [Opinion](#)
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Date: Thursday, December 12, 2019 1:45:52 PM

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John Duke
Vice President
Duke & Associates, Inc.
LivingStories.TV



From: [Stefan Kallweit](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; marta [REDACTED]@itsmarta.com
Subject: ARC Feedback on Regional Plan
Date: Tuesday, December 3, 2019 1:24:20 PM

Hello ARC,

As you have asked for public feedback I am providing mine. As a resident of the City of Atlanta, I was excited to have the Beltline project begin to be implemented. So far, it looks good. However, the overwhelmingly most important reason to do the project, to me, is to have a light rail connection between multiple neighborhoods within the city. Thus, I want to see trains in service on the BeltLine within 3 years. This needs a much higher priority for funding, planning, and execution than is seen in the ARC long term plan. The 2040s are too late. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works. A much more aggressive plan is needed.

Respectfully,

Stefan Kallweit
Atlanta Resident

From: [Owen Carroll](#)
To: [Opinion](#)
Subject: ARC plan comment
Date: Monday, November 25, 2019 2:23:11 PM

To whom it may concern:

When the Beltline project was conceived, an essential part of it was a light rail line running along the entire trail. Without this rail component, the belt line is acting as engine to accelerate gentrification - providing jobs for those who can afford to live near the most developed sections or for those who can afford to have their own car.

The development on the rapidly expanding east side corridor cannot benefit our entire community without public transit to provide access to jobs for those who cannot afford to drive their own car and spend hours each week in traffic - people who often live on the southwest & west sides of the beltline.

If the current pace of residential and commercial development continues along undeveloped portions of the beltline, it will make living near the beltline unaffordable for those who live there now, as it did on the east side. The most effective way to combat that is to provide public transportation in the form of light rail along the belt line so that residents can access jobs on the other side of town, setting them up to be more successful when housing prices continue to rise with more commercial development.

I urge the Commission to prioritize more beltline rail, more quickly than is currently planned.

Regards,
Owen Carroll
Atlanta, GA



--

Owen Carroll

From: [REDACTED] [bellsouth.net](mailto:[REDACTED]@bellsouth.net)
To: [Opinion](#)
Subject: ARC Regional Transportation Plan
Date: Tuesday, December 10, 2019 1:37:35 PM

Hello,

We need rail on the Atlanta BeltLine now. We will never solve the clogged roads in the Atlanta region. There is no way to build our way out of this mess. We need to place more emphasis on public transportation projects in order to provide more opportunity to travel car-free. The BeltLine is an existing dedicated right-of-way. It is an obvious choice for connecting Atlanta neighborhoods.

Thank you,

Patrick Berry
471 E Ontario Ave SW
Atlanta, GA 30310

From: [James Goff](#)
To: [Opinion](#)
Subject: ARC Transit Plans
Date: Wednesday, November 27, 2019 10:10:26 AM

Hello,

I just wanted to express my support for transit plans in the metro region. I believe the focus should be on rail transit and not other projects. Please use the half-cent transit tax only for rail. Specifically, I want to express my support for the Clifton Corridor line and Beltline rail.

Thank you

James Goff
783 Houston Mill Road NE
Atlanta GA 30329

From: [jazzopedia](#)
To: [Opinion](#)
Subject: ARC Transportation Plan
Date: Monday, November 25, 2019 11:41:49 PM

ARC Commission Members:

I voted in favor of a transit tax along with a majority of Atlantans who are willing to pay for transportation infrastructure to alleviate the severe traffic congestion that threatens the healthy function of our city. I was then, and still am convinced that Light Rail along the Beltline corridor would do much to serve working citizens inside I-285 by connecting intown neighborhoods and Southwest Atlanta.

Since I moved to Capitol View in Southwest Atlanta I have seen first hand the lack of opportunity faced by the residents here. Streetcar service to the development around Ponce City Market in Old Fourth Ward serves commercial interests and real estate developers but does little to connect intown neighborhoods, provide employment opportunities, and relieve traffic on the downtown connector.

Maybe the Atlanta Regional Commission can insure that tax funds are spent on effective infrastructure and not squandered on unrelated projects like a pedestrian bridge to benefit the NFL. How I hope and pray for effective government with inspired vision for the city my family moved to in 1952. Please don't let Atlanta City officials and Marta drop the ball and fumble this great opportunity. Build Beltline Rail sooner than later and help Atlanta be an a metropolis known as a city offering innovative solutions to real problems.

Thank you.

Thomas Dean
714 Erin Ave SW
Atlanta, GA 30310

From: [Robyn Zurfluh](#)
To: [Opinion](#)
Subject: ARC Transportation Plan
Date: Tuesday, December 10, 2019 11:39:51 AM

Transportation on the BeltLine Trail is the highest priority I can imagine for the City of Atlanta and even the metro region. It is imperative that the More MARTA dollars be used as equitably as possible -- which means prioritizing LRT in early phases where it will create the kind of City we deserve.

The Clifton Corridor expansion does not serve equitably and benefits are limited - and this project should be prioritized only when partners are identified for development costs.

BeltLine Rail is THE most important investment we can make as the City grows to embrace this new infrastructure.

Robyn Zurfluh

From: [Robyn Zurfluh](#)
To: [Opinion](#)
Subject: ARC Transportation Plan
Date: Tuesday, December 10, 2019 11:39:51 AM

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The Clifton Corridor expansion does not serve equitably and benefits are limited - and this project should be prioritized only when partners are identified for development costs.

BeltLine Rail is THE most important investment we can make as the City grows to embrace this new infrastructure.

Robyn Zurfluh

From: [Phong T](#)
To: [Opinion](#)
Subject: ATL SW Light Rail
Date: Thursday, December 12, 2019 9:30:02 AM

Hello,

I'm writing this email to show my support for the light rail project in the SW Atlanta neighborhoods. This needs to be included in the 2020 Regional Transportation Plan. This will be the future of Atlanta. The current transportation infrastructure does NOT account for the increasing population in the city. As the city continues to grow, there has to be better access to transportation within in the metro limits alone.

Best,
Phong Truong
Sent from my iPhone

From: [Sasan Nematbakhsh, Esq.](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [atlantaga.gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Atlanta BeltLine Rail Project
Date: Wednesday, December 11, 2019 2:44:33 PM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

Installing light rail along the BeltLine, as intended from the beginning of the project, would:

- help keep people in their homes and neighborhoods by reducing the need to own and maintain a car.
- deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity.

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thanks for your consideration,

Respectfully,

Sasan Nematbakhsh, Esq.



Nemat Law Firm LLC
229 Peachtree St International Tower Suite 450
Atlanta, GA 30303
[REDACTED]
NematLawFirm.com

From: [Cody Turner](#)
To: [Opinion](#)
Subject: Atlanta Beltline Rail
Date: Monday, December 9, 2019 10:04:08 PM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

Installing light rail along the BeltLine, *as intended from the beginning* of the project 18 years ago, would:

- help keep people in their homes and neighborhoods by reducing the need to own and maintain a car.
- deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity.
- help to heal the wounds of division that exist in Atlanta by giving people a real ability to move across the city without needing to own a car

Atlanta's half-cent transit tax pay for a project must make Atlanta commuters the top priority. Regional projects should have regional funding, and the citizens of Atlanta that had the ability to vote in the referendum deserve the benefits.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. We need to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works. This is not enough.

Thanks for your consideration,

Atlanta resident

--



Cody Turner // Atlanta Director
[REDACTED] sofarsounds.com / [REDACTED]
Sofar Sounds Ltd / LLC

From: [Sonya Miller](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [atlantaga.gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Atlanta needs to catch up with other modern cities
Date: Saturday, December 7, 2019 8:28:28 AM

Dear ARC,

Atlanta is a beautiful, awesome city and the continued emphasis on cars over rail is detrimental to our environment, our health, our reputation, and our economy. We can not wait another 20 years for transit that connects the 45 neighborhoods along the BeltLine corridor.

As a voter and an atlanta resident of 15 years, I want to see expanded rail services faster than the current inadequate timeline. A concrete bridge was restored after a fire in one month. An effective starter-light rail can be established within three years.

Thank you.

Warm Regards,
Sonya Miller, Atlanta resident
821 Ralph McGill Blvd

Please excuse any typing errors - sent from my iPhone

From: [Sonya Miller](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [atlantaga.gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Atlanta needs to catch up with other modern cities
Date: Saturday, December 7, 2019 8:28:28 AM

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As a voter and an atlanta resident of 15 years, I want to see expanded rail services faster than the current inadequate timeline. A concrete bridge was restored after a fire in one month. An effective starter-light rail can be established within three years.

Thank you.

Warm Regards,
Sonya Miller, Atlanta resident
821 Ralph McGill Blvd

Please excuse any typing errors - sent from my iPhone

From: [Anna Stenport](#)
To: [Opinion](#)
Subject: Atlanta Regional Plan -- request for feedback
Date: Tuesday, December 10, 2019 3:30:39 PM

Please prioritize these initiatives:

More money for fast route buses that run very frequently along corridors of high use to encourage more people to take transit; have these buses run in designated lanes.

Build the entire circle of Beltline light rail NOW

Complete the Stitch and cover up the Connector from 14th street to south downtown and build a park over it.

Buy additional railroad tracks that are little used, such as the Dekalb connector that runs right next to East Lake Marta station; put lightrail on those tracks.

Stop subsidizing massive freeways. No more lane buildouts!!! They only encourage more traffic.

Thank you.

Anna Stenport
146 East Parkwood Road
Decatur, 30030

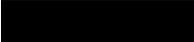
From: [Chase Johnson](#)
To: [Opinion](#)
Subject: Atlanta Region's Plan Regional Transportation Plan
Date: Monday, December 9, 2019 12:09:53 PM

To whom it make concern,

Please prioritize projects, such as the 22-mile BeltLine transit loop, that were actually in the city limits when we voted to tax ourselves and that directly benefit most the taxpayers paying the More MARTA tax.

I also believe buses are key to making our city better. We need reliable buses that run every 15 mins. These could run to emory in dedicated bus lanes and run to less affluent areas just as easy.

Emory was not in the city limits when we voted on the more MARTA tax and should not be high priority verse things that help citizens of all of Atlanta.

Regards,
Chase Johnson
1054 Rosedale Dr NE, Atlanta, GA 30306


From: [Nathan Clubb](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [atlantaga.gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Atlanta Region's Plan, BeltLine Rail and Buses
Date: Friday, December 13, 2019 1:38:11 PM

Dear Atlanta Regional Commission members, MARTA, and Mayor Keisha Lance Bottoms:

The draft proposal shows much of the BeltLine rail not being completed until 2040 or 2050. It should not take 31 years to build out light rail on the Southeast section of the BeltLine, as is shown on page 125. Without the Southeast rail, the entire multi-billion dollar BeltLine rail system could be taken out of service by a poorly parked car downtown or made ineffective by congestion due to the current streetcar lacking a dedicated lane.

I recognize there are financial limitations, yet the Denver RTD, using a similar sales tax scheme to MoreMARTA (FasTracks) built out 58.5 miles of light rail and 40 miles of commuter rail in only 15 years. I would like to think we are just as capable as Denver. One mechanism they utilized was a P3 to rapidly build out while waiting for sales tax revenue to flow in. P3 is currently only discussed in the ARC plan in terms of highway and bridge improvements. It should also consider the benefits of their use for public transportation.

Lastly, buses are one of the most economically efficient methods to improve public transportation. The plan would benefit from an increased emphasis on improving bus headways and creating dedicated bus lanes. These do not have to be full BRT, but can be done quickly with paint, signage, and enforcement.

Thank you for your consideration,
Nathan Clubb
Resident of Ormewood Park, City of Atlanta

From: [Dan Vogel](#)
To: [Opinion](#)
Subject: Belt line rail now!
Date: Monday, November 25, 2019 11:17:08 AM

Hi,

I am writing to express my strong support for the planned rail line along the entire Belt Line, as was originally intended. I also strongly support living up to the promise of building affordable housing. These are two of the biggest issues facing Atlanta, and you need to do the right thing. Thank you!

-Dan

From: [Dustin Decker](#)
To: [Opinion](#)
Subject: Belt line Rail Now
Date: Tuesday, November 26, 2019 6:14:33 PM

Atlanta Regional Commission,

As a city of Atlanta resident who voted in favor of the half cent transit tax, I wanted to make you aware support Ryan Gravel's vision of the Beltline as a project that connects the city with its residents via alternative means of transportation. I strongly believe that the transit tax was expressly passed in order to make his vision a reality. Please support the Atlanta city voters wishes.

Sincerely,

Dustin Decker

Inman Park and city of Atlanta resident

Sent from my iPhone

Sent from my iPhone

From: [Matthew O'Neal](#)
To: [Opinion](#)
Subject: Belt Line Rail
Date: Wednesday, November 27, 2019 11:29:45 AM

Dear ARC,

I am a homeowner on the west side of Atlanta close to a planned future path of the Atlanta Beltline. One of the primary reasons I decided to move to this part of town was because of the promises made before the vote for the half penny sales tax a few years ago. The promise of light rail connecting communities via the belt line was the main reason I voted for the tax.

As it stands there is no clear path to that goal. I feel very strongly that it is incumbent upon all of those in positions of power to live up to the promises that were made. Waiting for the beltline transit to be finished in 2040 or later is unacceptable.

I would hope that ARC would prioritize having tracks laid on the beltline within the next five years with goals of having the loop finished in ten.

Thank you for your time and consideration,

-Matt O'Neal

From: [William Hill](#)
To: [Opinion](#)
Subject: Belt line Rail
Date: Monday, November 25, 2019 8:25:16 AM

I support the full vision of the BeltLine planners in building light rail on the entire BeltLine.

I think the current allowance in the transportation plan is insufficient and that the city is instead catering to special interest groups and political desire.

From: [Shelton Hall](#)
To: [Opinion](#)
Subject: Beltline transit
Date: Monday, December 9, 2019 9:57:55 AM

We need belt line transit now. I'm sure most of my neighbors think the beltline transit will be happening soon. To my dismay, I read some areas would not be complete until 2050. Use my tax money to make it happen.

Sent from my iPhone

From: [Matt Holder](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [AtlantaGa.Gov](#); [marta](#) [REDACTED] [itsmarta.com](#); [Matt Holder](#)
Subject: Beltline and Clifton Rail in THREE Years!
Date: Friday, December 13, 2019 8:38:32 AM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

I live in midtown Atlanta. I went out to dinner on a weeknight recently and was reminded why I rarely leave the house once I'm home on a weeknight. It took 20 minutes to go three miles. I bet most Atlanta businesses would see an immediate increase in sales and profits if we had any kind of worthwhile transit. It's just not worth the effort to leave the house. I chose to live in a large metropolitan area for dining, nightlife, and culture, but I find that I take advantage of it less and less. I might as well be living in the suburbs and saving a lot of money on housing and taxes.

In 2016, we voted to increase our taxes for transit, and we've been paying that tax since then, but with MARTA's current timelines for light rail project it won't happen until the late 2030s or 2040s. I'm only 42, but I will quite possibly be retired then and maybe even living elsewhere.

This is unacceptable, and I believe the current limited transit in Atlanta is an embarrassment for our city and region.

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor -- as well as the corridor from Lindberg to CDC and Emory. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thanks for your consideration,

Matthew Holder
1445 Monroe Drive NE D-11
Atlanta, GA 30324

From: [REDACTED]@gmail.com
To: [Opinion](#)
Subject: Beltline full loop/ Light rail
Date: Thursday, November 28, 2019 7:16:55 AM

Hi,

My name is Freddie Flores, I've lived at 890 Memorial dr se, unit 102 for 9 years, and have seen the Beltline grow and expand, along with the community. I'm writing to let you know that I think it's crucial to our city to continue the project if we expect to provide easy transportation to our growing and blossoming city. We need the full loop and the light rail by 2030. Please continue development.

Warmest Regards,

Freddie Flores.

Sent from my iPhone

From: [Allison Noffsinger](#)
To: [Opinion](#)
Subject: Beltline funding
Date: Monday, December 9, 2019 9:02:03 AM

Finishing the Beltline and adding lightrail is the single most important local Atlanta issue to our family. We would use it multiple times a week, if not daily, to get to work, daycare, and social engagements, and would immediately remove 2 cars from the streets of Atlanta.

Family of 3, Grant Park area

From: [Robyn Turner](#)
To: [Opinion](#)
Subject: Beltline LRT - FULL LOOP BY 2030
Date: Tuesday, November 26, 2019 2:50:53 PM

Hello. I'm writing to ask the ARC to prioritize completion of an LRT line around the full loop of the Atlanta Beltline by 2030. Of all the proposed transit projects in the Atlanta region, I believe this one has the potential to be the most transformative. We're talking about a former rail corridor, which is therefore perfectly suited to be a current rail corridor, and the City of Atlanta already owns most of the right-of-way. To developers, the land around the Beltline is already the equivalent of beachfront property. It is a density magnet, and we have an opportunity right now to build out the much-needed transit infrastructure before development projects can derail it. Ridership is guaranteed on a line that makes a circle in both directions through 45 neighborhoods. And by the ARC's own projections, daily ridership on the complete loop is projected to exceed projected daily ridership for the far-more-expensive Emory Clifton Corridor. Furthermore, Beltline LRT will provide the missing hub to a hub-and-spoke system, providing connections to MARTA heavy rail lines and dozens of bus routes. It would serve long-underserved transit-dependent communities, spurring development within those neighborhoods and linking them to affluent communities and job centers. Finally, it will make transit more attractive to Atlanta residents than single-occupant car-commuting, which means it will help mitigate one of the main drivers of climate change.

Atlanta deserves a world-class transit system. Beltline LRT would be a major step in that direction. City of Atlanta taxpayers have spoken -- we clearly want this project built, and we've already waited long enough.

Sincerely,
Robyn C. Turner

1713 Melrose Dr SW
Atlanta, GA 30310

From: [Robyn Turner](#)
To: [Opinion](#)
Subject: Beltline LRT - FULL LOOP BY 2030
Date: Tuesday, November 26, 2019 2:50:53 PM

Hello. I'm writing to ask the ARC to prioritize completion of an LRT line around the full loop of the Atlanta Beltline by 2030. Of all the proposed transit projects in the Atlanta region, I believe this one has the potential to be the most transformative. We're talking about a former rail corridor, which is therefore perfectly suited to be a current rail corridor, and the City of Atlanta already owns most of the right-of-way. To developers, the land around the Beltline is already the equivalent of beachfront property. It is a density magnet, and we have an opportunity right now to build out the much-needed transit infrastructure before development projects can derail it. Ridership is guaranteed on a line that makes a circle in both directions through 45 neighborhoods. And by the ARC's own projections, daily ridership on the complete loop is projected to exceed projected daily ridership for the far-more-expensive Emory Clifton Corridor. Furthermore, Beltline LRT will provide the missing hub to a hub-and-spoke system, providing connections to MARTA heavy rail lines and dozens of bus routes. It would serve long-underserved transit-dependent communities, spurring development within those neighborhoods and linking them to affluent communities and job centers. Finally, it will make transit more attractive to Atlanta residents than single-occupant car-commuting, which means it will help mitigate one of the main drivers of climate change.

Atlanta deserves a world-class transit system. Beltline LRT would be a major step in that direction. City of Atlanta taxpayers have spoken -- we clearly want this project built, and we've already waited long enough.

Sincerely,
Robyn C. Turner

1713 Melrose Dr SW
Atlanta, GA 30310

From: [Donald Fitzpatrick](#)
To: [Opinion](#)
Subject: Beltline Now
Date: Monday, December 9, 2019 8:36:29 AM

We voted for the Beltline and for BeltLine transit. If you can't deliver refund our tax money.

"Trust is a strange thing. It is easy to lose. And once lost, it is difficult to regain. When it comes to transit in this city, an imminent decision by the Atlanta Regional Commission and MARTA officials will help determine whether they retain the citizens' trust, or squander it". -Fred O. Smith

Don Fitz-- Midtown

Sent from [Mail](#) for Windows 10

From: [Jim Voris](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [AtlantaGa.Gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: BeltLine Rail by 2030 is a MUST
Date: Wednesday, December 4, 2019 2:22:52 PM

Many of my neighbors and I have supported more density as well as voted for the MARTA sales tax and TSPLOST because we shared the BeltLine vision. The decision to delay the BeltLine transit is a breach of trust.

We must have light rail transit on the BeltLine by 2030!

Jim Voris
[REDACTED]

From: [Greg Badura](#)
To: [Opinion](#)
Subject: Beltline Rail Disappointment
Date: Wednesday, November 27, 2019 12:22:34 PM

I am emailing about the beltline rail transit plans. I want to see Atlanta's half-cent transit tax pay for projects that move Atlanta commuters. I am disappointed by the current plans and was hoping for more progress on the beltline transit when I moved to Atlanta this past year.

I am deeply disappointed by the lack of progress and will do all I can to vote to remove the current board in future elections if this does not change.

Sincerely,
Greg Badura

From: [Sara Riney](#)
To: [Opinion](#)
Cc: [atlbeltline.org: BeltLine Rail Now](#)
Subject: BELTLINE RAIL is desperately needed on Southside Trail! Grant Park, Peoplestown, Chosewood, and Benteen. Summerhill, Mechanicsville, Pittsburgh PLZ HELP
Date: Friday, December 13, 2019 11:33:58 PM

Hello,

I have lived in Grant Park since 1998, and owned a home here since 2003.

In that time, I have seen this entire area grow and change, but NOTHING like the explosive growth in the last 3 to 5 years.

We are quickly reaching critical mass. I would invite you to try and commute out of this area in the mornings --- it is crazy, and every single vehicle has ONE passenger in it. We need real solutions NOW. The developers are GOING WILD south of i-20. But the main avenues out of this area in rush hour traffic remain Boulevard and Memorial Drive. The traffic is totally crazy trying to get out of this area in the morning commute.

PLEASE understand how transit can become a huge solution for thousands of people south of i-20, from Boulevard to McDonough and Moreland to University.

There are 600 new condos being built just south of me. Coincidentally RIGHT NEXT TO the Southside Trail. For each of these condos, we can assume two more vehicles on the street.

This is just a partial list of DENSITY within 1/5 miles of my house.

- Pratt Stacks 16 buildings of luxury condo townhomes 1039 Grant Street SE <https://atlanta.curbed.com/2018/5/17/17362964/luxury-townhome-community-to-grant-park>
- Pollack Shores: 1099 Blvd. SE SKYLARK in Chosewood Park 110 rentable townhomes, plus 325 apartments The Pollack Shores development will also include 15,000 square feet of Beltline-adjacent retail. The developer now has two other projects in the works in the area.
- 1155 Hill Street Skylar At Hill Street. 128 Town Houses (basically across from CHARM Recycling Center)
- 1304/1316 Boulevard (the closed car wash) being rezoned from R4 to MRC-1 to create townhouse community is planned for that parcel and the neighboring parcel, total of 43 units with the developer stating the price point will be in the mid-\$300ks
- 577 Englewood at the corner of Boulevard, 345-bed "co-living" project <https://www.bizjournals.com/atlanta/news/2019/09/09/first-look-50-million-co-living-project-in.html>
- "The Sawtell" (40-acres zoned to allow dense commercial and residential projects , size of THE GULCH) is a former GM plant) will soon be redeveloped, within walking distance of the Southside Beltline <http://www.tonetoatl.com/2019/03/40-Acre-Sawtell-Development-Southeast-Atlanta-JLL.html> and <https://atlanta.curbed.com/2019/3/4/18249365/gulch-chosewood-park-for-sale-mixed-use-redevelopment>
- across from the Sawtell: apartments above Mixed Use at 300 Milton Ave: site of a former gas station. <https://atlanta.curbed.com/2019/4/18/18420821/chosewood-park-mixed-use-affordable-housing>
- HALCYON 120 homes in Boulevard Heights <https://www.visithalcyon.com/news-articles>

PITTSBURGH YARDS <https://atlanta.curbed.com/atlanta-development/2018/3/12/17105058/pittsburgh-yards-pittsburgh-annie-casey> and <https://whatnowatlanta.com/pittsburg-yards-atanta-groundbreaking-march-10/>

- EXISTING: Hill Street Lofts off Milton Ave
- EXISTING: Oldfield at Grant Park
-
- Summerhill development (the old Turner Field) is booming and will be adding more than 965 units <https://whatnowatlanta.com/renderings-smith-dalia-summerhill-apartments>
- Memorial Drive corridor has completely filled up in the past 5 years. Traffic is crazy, even with the new lane changes. <https://memorialdriveatl.com/2019/04/29/memorial-drive-corridor-initiative-winds-down-after-4-years/>

so now we HAVE the density that was needed to justify the rail, but we have no rail to HELP with the density.

Having more stuff to walk to doesn't make it "more walkable"

BELTLINE RAIL is desperately needed on Southside Trail!

The density & development near Boulevard Crossing Park is EXPLODING and we have to get some of these cars off the road, and the passengers into transit.

The Southside Trail is becoming a magnet for new apartment development, as Atlanta Business Chronicle recently reported: there are now more than 2,000 units planned along the four-mile trail.

Please map out all these new developments (i;m sure i missed some!) and see how beneficial the new RAIL would be for this historic area!

Thank you!!

<https://atlanta.curbed.com/atlanta-photo-essays/2019/9/6/20848197/atlanta-beltline-southside-trail-photos-tips>

--

Sara Riney, Set Dec Buyer [REDACTED] cell

From: [Amanda Tobin](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; marta@[REDACTED]@itsmarta.com
Subject: Beltline Rail Needs
Date: Thursday, December 12, 2019 1:12:40 PM

Dear Atlanta Regional Commission members, MARTA, and Mayor Keisha Lance Bottoms,

Installing light rail along the BeltLine, as intended from the beginning of the project, would help keep people in their homes and neighborhoods by reducing the need to own and maintain a car, deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity.

My husband and I live and work near the proposed rail site in southwest Atlanta, and this would mean a much easier commute for both of us, as well as allow our neighbors who do not have car access to have more opportunities for work.

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority.

Regional projects should have regional funding. Atlanta can't wait until the 2040's for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thank you for your consideration,
Mozley Park resident Amanda Tobin

--
Amanda M. Tobin

From: [Arif](#)
To: [Opinion](#)
Subject: BeltLine rail now
Date: Monday, November 25, 2019 7:32:11 AM

BeltLine rail now – not in 2040 or beyond.

Atlanta deserves better than 2 miles of rail on the east side. Most of the city of Atlanta is west of Northside Dr. and it's about time it is given priority. We are all watching this. The entire nation is watching so please do not embarrass our city.

Best,

Arif Ghalib

From: [Arif](#)
To: [Opinion](#)
Subject: BeltLine rail now
Date: Monday, November 25, 2019 7:32:11 AM

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Best,

Arif Ghalib

From: [Josh Stanton](#)
To: [Opinion](#)
Subject: BELTLINE RAIL or I move and invest in another city
Date: Wednesday, December 11, 2019 12:08:30 PM

To Whom it may concern - We NEED beltline RAIL NOW or else Atlanta's growth will be stunted and my fiance and I will just have to move to another city because Traffic is getting so bad.

I am a homeowner, real estate agent and real estate investor. I'm going to have to move in a few years and invest my time and dollars in another city like Philadelphia if we don't accelerate the plan to put beltline rail in place. The city's growth will be permanently stunted if we do not start putting in rail NOW - Traffic is going to choke the city to death.

If Atlanta wants to truly go from good to great we need Beltline Light Rail NOW!

Thank you for your consideration.

Josh

--

H. Josh Stanton
Real Estate Consultant, REALTOR
Keller Williams Realty Metro Atlanta

 [kw.com](#)

From: [Lia PiaPie](#)
To: [Opinion](#)
Subject: BeltLine Rail SUPPORT
Date: Thursday, December 12, 2019 1:59:11 PM

Dear ATL Regional Commission

I am writing as a concerned Atlanta citizen. The BeltLine corridor should be one of the very top priorities for any transportation planning for Atlanta. Part of that is taking as many cars off the road and using cars less. To do that, we need smart and reliable public transportation.

Every city I have lived in prior to ATL has had rail and transport. Getting around to work/errands was quick and painless and so much cheaper. Fewer roads also means less road maintenance-tax dollars saved!

As far as I know, the BeltLine corridor was once rail, and can relatively easily be rail again.

Sincerely,

Z Lia Mirza

From: [Lia PiaPie](#)
To: [Opinion](#)
Subject: BeltLine Rail SUPPORT
Date: Thursday, December 12, 2019 1:59:11 PM

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As far as I know, the BeltLine corridor was once rail, and can relatively easily be rail again.

Sincerely,

Z Lia Mirza

From: [Jesse Friedman](#)
To: [Opinion](#)
Subject: Beltline Rail Timeline
Date: Thursday, December 12, 2019 7:26:54 PM

Hello,

I am writing to you to comment on the proposed 2020 Regional Transportation Plan and urge you to speed up the timeline for the Beltline Rail. I am a homeowner in Sandy Springs currently under contract to sell my current home and purchase a home in Sylvan Hills in January in no small part because of the advantages afforded by the Beltline. As you are undoubtedly aware, the plan for the rail is a significant part of revitalizing the communities on the southern end of the Beltline in a variety of ways. It was featured prominently during the campaign to increase the MARTA sales tax. I, like many voters, supported the increase because of this. I am very concerned that a lengthy timeline indicates a lack of commitment on the part of the city of Atlanta and MARTA to complete the project altogether. Please speed up the timeline for the Beltline Rail.

Sincerely,
Jesse Friedman

From: [D.S](#)
To: [Opinion](#)
Subject: Beltline Rail
Date: Monday, December 9, 2019 12:38:17 PM

Dear ARC,

I'm writing to ask you to please support maximum funding of the Beltline Rail project. Please support the original intent of this transformative project.

Thank you.

Donald Shockey



Donald P. Shockey

AICP-CUD | CNU-A | LEED GA | PQP

95 Ormond Street SE Atlanta GA 30315 [REDACTED]

[REDACTED]hotmail.com

From: [Brandon Ashkouti](#)
To: [Opinion](#)
Cc: ["Jeff DeHart"; \[REDACTED\]@bellsouth.net"; \[REDACTED\]@cornerpointpartners.com"; \[REDACTED\]@pellerinrealestate.com; Jeff Fuqua](#)
Subject: Beltline Rail
Date: Wednesday, December 4, 2019 2:57:46 PM

To Whom it may concern;

I will keep my comments brief, as I know you are receiving countless emails on this subject.

Beltline Rail has been an essential element of the Beltline trail since day 1. Having mass-transit on the Beltline was a major selling point, which helped obtain support from the City of Atlanta, the neighborhoods surrounding the Beltline and helped the Beltline to become a TAD.

In my opinion: to say Beltline Rail is no longer a top priority is a "bait and switch". The Beltline is a glorified walking trail today, and rail (or the best possible cost-effective people-mover) needs to be a top priority for the Atlanta.

PLEASE SUPPORT BELTLINE RAIL NOW!

Thank you,
Brandon
Brandon J. Ashkouti
Eden Rock Real Estate Partners
550 Pharr Road
Suite 200
Atlanta, Georgia 30305
[REDACTED]
www.edenrockre.com

[See our latest projects:](#)
[MarketPlace Terrell Mill](#)
[Westside Village](#) [REDACTED] [Moores Mill](#)
[Other Current Projects](#)

From: [Alisha Houston](#)
To: [Opinion](#)
Subject: Beltline Rail
Date: Sunday, December 1, 2019 1:31:55 PM

Hello,

As an Atlanta resident and Realtor, I'm alarmed that the Beltline wouldn't have rail connecting all those intown neighborhoods. Traffic is already nuts. Our population is projected to be 8.5 Million by 2050. Where are all these people supposed to go??? Unless we get flying cars anytime soon, reliable and easy-access Beltline rail and MARTA expansions are a must have, not a nice to have.

It shouldn't just be 2 miles of rail on the Beltline.

Alisha Houston



Realtor
Certified Luxury Home Marketing Specialist

ALISHA HOUSTON
REALTOR
[Redacted]
TheCollectiveRE.com

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Weichert REALTORS | The Collective

From: [James Froeschle](#)
To: [Opinion](#)
Subject: Beltline Rail
Date: Wednesday, November 27, 2019 11:34:14 AM

It is time for leaders of this great city and metro area to step up and do what's right to help move Atlantans!!!
The half cent tax needs to pay for light rail on as much of the Beltline as possible. The city needs this and deserves it!
As a major metropolitan area we must be progressive in addressing our congestion once and for all!!

Jim Froeschle
675 Greenwood Ave. N.E. #120
Atlanta, Ga 30306


From: [Jared L. Joella](#)
To: [Opinion](#)
Subject: Beltline Rail
Date: Tuesday, November 26, 2019 12:59:30 PM

In anticipation of the upcoming ARC meetings, I wanted to voice my support for as much Beltline rail as possible, as quickly as possible. I don't believe that the current federal funding request for just 2 miles of rail by 2030 is anywhere near adequate. The Beltline has transformed the neighborhoods adjacent to it, and the population of these neighborhoods has exploded as a result. The people living in these neighborhoods have no feasible access to rail (I see buses as useless as they're subject to the same traffic as cars). I genuinely believe that the people living in neighborhoods adjacent to the Beltline are the type who would actually use rail to commute to work, if it were available. To that end, we need to realize the original vision of the Beltline and add far more rail than is currently envisioned.

Best regards,
Jared

Jared Joella
Branch Properties, LLC
3340 Peachtree Road, Suite 2775
Atlanta, Georgia 30326
Direct: [REDACTED]
Cell: [REDACTED]
Fax: 404-892-8898
E-mail: [REDACTED] [branchprop.com](mailto:[REDACTED]@branchprop.com)
www.branchprop.com

From: [Andrew Cuomo](#)
To: [Opinion](#)
Subject: Beltline Rail
Date: Tuesday, November 26, 2019 7:39:27 AM

Hey people, you are missing out in capitalizing on one of Atlanta's greatest potential assets by failing to develop more of the Beltline rail as quickly as possible. Change the long term plans to include a full development of Beltline Rail.

Sent from [Mail](#) for Windows 10

From: [Bridget Pople](#)
To: [Opinion](#)
Subject: BeltLine Rail
Date: Thursday, December 12, 2019 2:49:45 PM

I am writing as a concerned Atlanta citizen; I live in NPU - N. Rail along the BeltLine corridor should be one of the very top priorities for any transportation planning for Atlanta. Taking cars off the road, using cars less, is a fundamental part of saving the planet from complete destruction. This is as urgent as any issue in the history of humanity. Public transportation has a major role to play.

Even people that remain car commuters stand to benefit from the expansion of rail. Building more roads induces more demand and handcuffs us to the same failed policies that have polluted our air, killed thousands in highway accidents, and reduced Atlanta's commute times to a running, national joke.

The BeltLine corridor was once rail, and can relatively easily be rail again. It is LOW HANGING FRUIT. It needs to be sped up and emphasized, NOT IGNORED!

Thank you,
Bridget Pople

From: [Walter Heape](#)
To: [Opinion](#)
Subject: Beltline Rail
Date: Monday, December 9, 2019 3:46:34 PM

Dear Sir or Madam,

I'd like to voice my opinion on the Beltline Rail timeline. I've lived in Atlanta since 1989, always in the city. I've watched this city grow over the years, but I've never seen anything like the transformation that has occurred since the Beltline.

Over the last ten years or so, traffic in the city has gotten worse. In the 1990s, those of us who lived in the city got a respite on weekends as many of the people clogging the roads on weekdays were safely tucked away out in suburban areas. I remember being able to get anywhere in town fairly quickly. Now, however, I rise early on Saturdays/Sundays to run my errands so that I won't be caught in traffic closer to lunch.

With that in mind, and with the promise of Beltline rail (eventually), I chose to buy a condo right on the Beltline in Reynoldtown across from Madison Yards. The idea was that I could walk to most things - bars, restaurants, grocery stores ... even the dentist. For trips further afield, I was counting on eventually being able to navigate the city like any normal person living in a thriving international city should - by rail. I voted for the tax, and I expect the rail project to be available in the near future. Not in 2035 or later.

Atlanta will always be a joke on the international stage until we enrich our city with cultural attractions, world-class architecture, and a strong public transport system. I love Atlanta, I love our people, and I'd love to see us get the reputation we deserve across the world. We are beautiful, and that's what people should take away from here. Not "OMG the traffic there is awful".

Thank you for reading,
Walter S. Heape

From: [ROBERT STOVALL](#)
To: [Opinion](#)
Subject: Beltline RAIL
Date: Tuesday, December 3, 2019 12:27:45 PM

Dear ARC Leaders,

After 17 years of attending meetings and advocating for rail on the Atlanta Beltline, it's now time for ARC to do the same. Current estimated time frames for Beltline rail are simply unacceptable, and angering all who want to see this initial vision come to pass.

As a 20 year residing homeowner in Boulevard Heights, in SE Atlanta, I'm thrilled the Beltline cuts through the NW corner of my neighborhood while servicing other surrounding high density neighborhoods like Grant Park, Chosewood Park and Ormewood Park as well. Unimaginable commercial and residential development has already happened as a result of the SE section of the Beltline. Development I would have never thought possible when I bought my house 20 years ago.

That said, current and future residents NEED a solution for leaving our cars at home, and jumping on a light rail system that doesn't use **existing street grids!** A light rail system that connects with other neighborhoods, commercial districts, and MARTA stations north of I-20. Rail on the Beltline is THE solution!

Growth in southeast Atlanta has already created surface street gridlock, Northbound, every morning on Moreland Ave, Boulevard, Cherokee Ave and Hill St. These are the only 4 options for folks to cross over and connect to areas North of I-20. With current, and thousands of proposed new residential units flanking these corridors, car traffic will become intolerable; perhaps to the point of potential residents and commercial developers second guessing a move to this part of town. Without rail on the Beltline, a housing glut and economic disaster could well ensue.

Do right by the taxpayers who, in 2016, supported and advocated for our increased tax dollars to fund rail on ALL of the Atlanta Beltline. This was Ryan Gravel's fundamental concept, and what drove its initial excitement and growth. Respectfully, listen to the taxpayers, and be the voice WE need you to be!

With appreciation,

Robert Stovall, REALTOR
Coldwell Banker
Residential Brokerage



From: [Fred Smith](#)
To: [Opinion](#)
Subject: BeltLine rail
Date: Friday, December 13, 2019 1:07:03 PM

Mr. Orr,

I am writing to strongly encourage a more aggressive timeline for rail on the BeltLine, especially car-dependent corridors on the Westside and in Southeast Atlanta. BeltLine rail is among the furthest along in terms of feasibility studies. It's the top project for projected ridership. And all segments of the BeltLine were in the city when voters approved the More MARTA tax. I sincerely hope that hears like "2050" don't appear on the next draft of proposed rail on the BeltLine.

Best,
Fred Smith, Jr.

--

Fred Smith
[SSRN Page](#)

From: [Heather James-Wyrick](#)
To: [Opinion](#)
Subject: Beltline Rail
Date: Thursday, December 12, 2019 3:45:09 PM

I am writing as a concerned Atlanta citizen. Rail along the BeltLine corridor should be one of the very top priorities for any transportation planning for Atlanta. Taking cars off the road, using cars less, is a fundamental part of saving the planet from complete destruction. This is as urgent as any issue in the history of humanity. Public transportation has a major role to play.

Even people that remain car commuters stand to benefit from the expansion of rail. Building more roads induces more demand and handcuffs us to the same failed policies that have polluted our air, killed thousands in megahighway accidents, and reduced Atlanta's commutes to a running joke.

The BeltLine corridor was once rail, and can relatively easily be rail again. It needs to be sped up and emphasized, NOT IGNORED!

Sincerely,--

Heather James-Wyrick

From: [Will Mockridge](#)
To: [Opinion](#)
Subject: Beltline rail
Date: Thursday, December 12, 2019 4:32:42 PM

Hello,

I am writing as a concerned Atlanta citizen. Rail along the BeltLine corridor should be one of the very top priorities for any transportation planning for Atlanta. Taking cars off the road, using cars less, is a fundamental part of saving the planet from complete destruction. This is as urgent as any issue in the history of humanity. Public transportation has a major role to play.

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The BeltLine corridor was once rail, and can relatively easily be rail again. We can do this! It needs to be sped up and emphasized, and not allowed to be put on the back burner.

This should be easy, and this should be done as soon as possible.

Thank you very much for your time,

Will Mockridge

From: [Meggan Kaiser](#)
To: [Opinion](#)
Subject: BeltLine Rail
Date: Tuesday, November 26, 2019 12:31:44 PM

PLEASE include Beltline lightrail in the upcoming ARC plan. This is the *wheel* connecting the spokes of 45 Beltline-adjacent neighborhoods!

We need this ASAP for progress and connection—this should be happening within the next 5 years!

--

Meggan Kaiser - 30310
Capitol View Homeowner



[My book](#) / [insta](#)

From: [Bill Seay](#)
To: [Opinion](#)
Subject: BeltLINE RAIL
Date: Tuesday, November 26, 2019 9:12:00 AM

The implementation of Ryan Gravel's proposal for rail service on the BeltLine ASAP is one of the MOST IMPORTANT, and urgent, projects in Atlanta. Please elevate this project to the highest priority in your forthcoming transportation plan.

PLEASE!

From: [Mike von Grey](#)
To: [Opinion](#)
Subject: Beltline rail
Date: Wednesday, November 27, 2019 4:15:17 PM

Please prioritize ambitious plans to add light rail along the Beltline, as part of your forthcoming 30 year plan input to the federal government. Our region and city will benefit from this for decades to come, and we'll start to unwind the caricature of Atlanta being a city devoid of thoughtful, innovative transportation solutions. I'm confident that such light rail would enjoy high levels of usage.

I would be happy to participate more formally in citizen-based input in this topic, if that would help.

Sincerely,

Mike von Grey



From: [Bridget Pople](#)
To: [Opinion](#)
Subject: BeltLine Rail
Date: Thursday, December 12, 2019 2:49:45 PM

I am writing as a concerned Atlanta citizen; I live in NPU - N. Rail along the BeltLine corridor should be one of the very top priorities for any transportation planning for Atlanta. Taking cars off the road, using cars less, is a fundamental part of saving the planet from complete destruction. This is as urgent as any issue in the history of humanity. Public transportation has a major role to play.

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Thank you,
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The BeltLine corridor was once rail, and can relatively easily be rail again. We can do this! It needs to be sped up and emphasized, and not allowed to be put on the back burner.

This should be easy, and this should be done as soon as possible.

Thank you very much for your time,

Will Mockridge

From: [Beth Cunningham](#)
To: [Opinion](#)
Subject: Beltline rain now!
Date: Wednesday, December 11, 2019 5:13:04 PM

To whom it may concern,

>

> I am here to say that we need to move forward NOW with the Beltline rail system. Our neighborhoods are craving this next step and are relying on it to foster positive growth.

>

> This project cannot be delayed! We are counting on it.

>

> _Beth Cunningham

> Sylvan Hills Community Member

From: [Will Van Gelderen](#)
To: [Opinion](#)
Subject: Beltline Street car question
Date: Wednesday, December 11, 2019 1:20:02 PM

Hi

I wanted to know if you all had a plan for the extra pedestrian traffic along the beltline. One big issue I have been seeing along the Eastside section is how crowded it can get, there is barely enough lane space to share pedestrians, scooters, and bike riders. Add in a separate street car on the side and that is going to be rough. As is it already feels like it needs to be widened into the existing area reserved for rail

Thanks
Will Van Gelderen

From: [Jared Evans](#)
To: [Opinion](#)
Cc: [Bottoms, Keisha](#); [REDACTED] [AtlantaGa.Gov](#); [marta](#); [REDACTED] [itsmarta.com](#)
Subject: BeltLine Transit by 2030!
Date: Thursday, December 12, 2019 11:02:22 AM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

Installing light rail along the BeltLine, **as intended from the beginning of the project**, would:

- help keep people in their homes and neighborhoods by reducing the need to own and maintain a car.
- deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity.
- generally nourish “blighted” neighborhoods as transit in and out of all quadrants of Atlanta becomes effortless along the corridor, un-jamming investment and consumer retail spending dollars so that they flow equitably throughout the City.
- increase area median income along the south and west sides of the Beltline by spurring retail, restaurant, and other business investment along the corridor, enabling residents to find employment in our own communities, alleviating the need for residents to commute to the north and east for employment in the first place.
- assist our aging population maintain independence by being able to move around the community without relying on cars or scheduling human services transportation shuttles.
- enable transportation oriented development (TOD) beyond just the nodes that currently exist along MARTA rail lines.

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. **I would like to see the first trains in service on the BeltLine within three years**, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thanks for your consideration,
Jared Evans
Atlanta Resident

From: [Jared Evans](#)
To: [Opinion](#)
Cc: [Bottoms, Keisha](#); [REDACTED] [AtlantaGa.Gov](#); [marta](#); [REDACTED] [itsmarta.com](#)
Subject: BeltLine Transit by 2030!
Date: Thursday, December 12, 2019 11:08:05 AM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

Installing light rail along the BeltLine, **as intended from the beginning of the project**, would:

- help keep people in their homes and neighborhoods by reducing the need to own and maintain a car.
- deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity.
- generally nourish “blighted” neighborhoods as transit in and out of all quadrants of Atlanta becomes effortless along the corridor, un-jamming investment and consumer retail spending dollars so that they flow equitably throughout the City.
- increase area median income along the south and west sides of the Beltline by spurring retail, restaurant, and other business investment along the corridor, enabling residents to find employment in our own communities, alleviating the need for residents to commute to the north and east for employment in the first place.
- assist our aging population maintain independence by being able to move around the community without relying on cars or scheduling human services transportation shuttles.
- enable transportation oriented development (TOD) beyond just the nodes that currently exist along MARTA rail lines.

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. **I would like to see the first trains in service on the BeltLine within three years**, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thanks for your consideration,

Jared Evans

Vice Chair, Atlanta Beltline Tax Allocation District Advisory Committee & Atlanta Resident

From: [Christopher Leerssen](#)
To: [Opinion](#)
Cc: [Archibong Natalyn; Farokhi Amir; \[REDACTED\] atlantaqa.gov; \[REDACTED\] atlantaqa.gov; \[REDACTED\] atlantaqa.gov; marta \[REDACTED\] itsmarta.com](#)
Subject: Beltline transit...now!
Date: Tuesday, December 10, 2019 9:18:36 PM

Dear ARC and Marta,

How many more chances will we get to coordinate transit with land use!? Friends, the beltline is by far the most exemplary way for us to put transit where density and low car use is currently (and will be even more in the future.) To prioritize any other transit location is fighting an uphill battle for ridership, plain and simple. People will abandon their cars when presented with a viable choice where the mixture of: landuses, design and multimodalism together outweigh the fear of being car free. The beltline is unrivaled in the region in its current transit orientation and future potential. When are we going to grow up? Cars of any stripe cannot solve our transportation problems—we need fortitude to vote as such. We have gotten the land use in great shape with our CDP, zoning and even lending. Now is the time for our leaders to get out of their cars, in a train or on a bike and see there are smarter and cooler ways to get around. Massive, impactful developments are being schemed and permitted...let's give them solid reason to turn those expensive Parking decks into more affordable housing with even more affordable and safe ways of getting to jobs via Beltline Transit. As my eleven year old son remarked last week on our bike ride home from Trader Joes..."Dad, the beltline is like a vine, with little branches connecting places we need to go." Are we going further emphasize and make beautiful that spine or settle to be a blah car place? Adding beltline transit NOW is the way to answer that question sustainably, efficiently, responsibly and with equity. This Georgia Tech architect, builder, developer, community leader, husband and father is growing weary pondering the ever receding horizon which doesn't include beltline transit. Be Bold.

Thank you.

Christopher Leerssen
[REDACTED]

From: [loyal\[REDACTED\]@gmail.com](mailto:loyal[REDACTED]@gmail.com)
To: [Opinion](#)
Subject: Beltline!!
Date: Monday, December 9, 2019 11:36:17 AM

I voted for the half penny sales tax increase as I believe that it's the least expensive transit option to enable to most Atlanta citizens easy and equitable access to jobs, affordable housing and quality of life. I really, really seriously object to spending a penny on this rail line to Emory/CDC. They were not in the city when we voted on this plan. That area generates relatively little sales tax income. I also object to always making it easier for non-Atlanta residents to get into and out of the city while doing so little to make it easier for Atlanta residents – and tax payers – to get around our city.

NO money for the Emory/CDC rail link. Emory could write a check to build it themselves and not miss it. That's fine with me.

Thank you.

Loyal B. Charles
325 Grant St.
Atlanta GA 30312

From: [Jamie Smith](#)
To: [Opinion](#)
Subject: Build Beltline Faster
Date: Friday, December 13, 2019 4:30:17 PM

To the Atlanta Regional Commission:

The timeline provided by MARTA for starting and completing rail projects to and connecting to the Beltline is unacceptable. Rail service should begin by no later than 4 years from now. There is no reason to wait if the funding is available to start. If this were a road you would be starting next year. The ROW required for these projects are publicly controlled and many of these segments have experienced remediation and been studied making them literally shovel ready. It is an abuse of tax payer funding and trust to needlessly delay a project that is green lighted and funded when transportation options are desperately needed. In addition to this Atlanta will be hosting the largest event in the entire world in 2026, the World Cup. This is an opportunity to showcase Atlanta and provide adequate transportation to 100,000s of visitors from around the globe. We must make this happen sooner or risk a referendum (that I would support) to give the funding back to the taxpayers. Do better.

Jamie Smith

From: [Laubmann, Silas \(CDC/OCOO/OSSAM\)](#)
To: [Opinion](#)
Subject: Build the beltline rail ASAP! :: (by 2030) :: PRO- 1/2 cent transit tax
Date: Monday, December 2, 2019 5:38:39 PM
Attachments: [image001.png](#)

As an Atlanta Architect, I'm voicing my support to Build the beltline rail ASAP!
Definitely **all 22 miles by 2030** !
Let's get it in the 30 year ARC Transportation Master Plan!
The 1/2 cent transit tax is a great source I support.

Thank you,

Silas Laubmann, RA, LEED AP

Architect

Office of Safety, Security, and Asset Management (OSSAM)

Asset Management Services Office (AMSO)

Design Engineering & Management Services Office (DEMSSO)

Office of the Chief Operating Officer (OCOO)

██████████ cdc.gov | ██████████ office | ██████████ cell

 **OSSAM** Office of Safety, Security, and Asset Management
Asset Management Services Office (AMSO)



From: [Dylan St. John](#)
To: [Opinion](#)
Subject: Building out Atlanta Beltline Rail
Date: Monday, November 25, 2019 2:09:49 PM

Hi there,

I wanted to reach out to express my strong support for building out the Atlanta Beltline rail network. Right now it's sounding like the transportation plan includes only around 2 miles of rail along the Eastside beltline. I think lots more should be prioritized to be built before 2030, and I'd like to see it in the plan. As a longtime resident of Atlanta, it's extremely disappointing to see the original vision of the beltline become watered down and deprioritized.

--

Dylan St. John



From: [Dylan St. John](#)
To: [Opinion](#)
Subject: Building out Atlanta Beltline Rail
Date: Monday, November 25, 2019 2:09:49 PM

Hi there,

I wanted to reach out to express my strong support for building out the Atlanta Beltline rail network. Right now it's sounding like the transportation plan includes only around 2 miles of rail along the Eastside beltline. I think lots more should be prioritized to be built before 2030, and I'd like to see it in the plan. As a longtime resident of Atlanta, it's extremely disappointing to see the original vision of the beltline become watered down and deprioritized.

--

Dylan St. John



From: [Michael Ceigler](#)
To: [Opinion](#)
Subject: Building out the beltline
Date: Tuesday, December 3, 2019 4:23:21 PM

ARC officials,

Almost every major airport in the world either has rail access, or is in the process of building it. Rail access is not only necessary to bring passengers to and from the airport, but also to bring the literally tens of thousands workers to the airport. What perhaps is less discussed is the extent of the rail network that radiates from the airport.

It is my opinion that the future of ATL will depend on the extensiveness of its rail network, its 'rail footprint' so to speak. To remain the world leading hub that it is, it will need to have local passengers and workers.

The beltline presents an opportunity to expand Atlanta's rail network. As a system that once had rails on it, much of the cost of grading can be avoided. Thought should be given to how it can connect with existing MARTA. Is it feasible to connect to the beltline where the beltline intersects MARTA's Red / Gold lines to the airport?

Perhaps just elevator access at an infill station.

Thank you for letting me express my opinion.

Michael Ceigler
540 Boulevard SE
Atlanta, GA 30312



From: [Griffin Wasdin](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [AtlantaGa.Gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Comment to the Regional Transportation Plan
Date: Thursday, December 12, 2019 1:36:23 PM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

Installing light rail along the BeltLine, as intended from the beginning of the project, would:

- help keep people in their homes and neighborhoods by reducing the need to own and maintain a car.
- deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity.

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thanks for your consideration,

Griffin Wasdin

Atlanta resident- Ormewood Park

From: [Dana Headrick](#)
To: [Opinion](#)
Subject: Complete Beltline Light Rail!
Date: Sunday, December 1, 2019 1:59:37 PM

Dear ARC,

Please dedicate funding to fully cover the Beltline with light rail! This will help alleviate vehicle congestion all around town and further invigorate neighborhoods and businesses along the Beltline. This is an important step in reducing gridlock in Atlanta and improving quality of life for citizens in the area.

Thank you,
Dana Headrick
Concerned citizen and voter

From: [Richard Quartarone](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; marta [REDACTED]@itsmarta.com
Subject: Complete rail on BeltLine by 2030!
Date: Friday, December 13, 2019 10:41:30 AM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

Please speed up the timeline for rail on the Beltline.

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. By your own studies, you show that ridership for rail along the Beltline surpasses all other proposed projects.

The biggest reason I hear for people not taking transit is "it doesn't go where I want to go." The Beltline is where everyone wants to go, according to rideshare data.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thanks!

Richard Quartarone,

Atlanta resident

From: [ARC Contact Us](#)
To: [Opinion](#)
Subject: Contact ARC - Transportation & Mobility - Inquiry
Date: Thursday, December 12, 2019 11:22:35 AM

Name

Alexandria Hadd

Email

[REDACTED]@gmail.com

Phone

[REDACTED]

Address

950 Ashby Cir NW
Atlanta, GA 30314
[Map It](#)

Subject Area

Transportation & Mobility

Comments

Hello. Please prioritize the Beltline light rail! I live near the Beltline and see the amazing opportunity we have to provide Atlanta residents a convenient, healthy, and environmentally friendly way to commute around our city. A 2045 projected completion date is too far into the future to feasibly impact Atlanta quality of living now.

Please speed up the Beltline light rail project.

From: [ARC Contact Us](#)
To: [Opinion](#)
Subject: Contact ARC - Transportation & Mobility - Inquiry
Date: Wednesday, December 11, 2019 10:36:32 AM

Name

Nick DeMarco

Email

 [gmail.com](#)

Address

1847 Lomita Rd. SE
Atlanta, GA 30316
[Map It](#)

Subject Area

Transportation & Mobility

Comments

Hi ARC,

I'm writing to ask you to please prioritize projects such as the beltline light rail over the Emory Clifton Corridor. As a taxpayer and voter, I voted in favor of the increase to help fund public transportation. However, I voted in favor of something that would benefit all Atlanta citizens, not just one of a small area (that only recently became part of Atlanta through annexation). I want my vote and my money to go towards something that benefits everyone, including myself, to make our city better. The emory corridor just does not do this and only benefits a small population. Atlanta is on the verge of becoming one of the best cities in the country. A major flaw is our public transit. If we are able to fix this, there is no limit for Atlanta. However, it should be fixed as soon as possible and not in 35 years.

Thanks,
Nick

From: [ARC Contact Us](#)
To: [Opinion](#)
Subject: Contact ARC - Transportation & Mobility - Inquiry
Date: Wednesday, December 11, 2019 10:26:17 AM

Name
Ann Peterle
Email
 mindspring.com
Title
Resident, Homeowner
Phone

Address
550 Grant Street SE Atlanta, GA 30312-3152 Map It
Subject Area
Transportation & Mobility
Comments
<p>When I voted for an increase in sales tax to support regional transportation improvements, it was specifically motivated by the promise of light rail transit along the entire Beltline Loop. Having paid both sales taxes and property taxes that have ballooned because of the growing desirability of the neighborhood I chose to buy into decades ago, I am angry and disappointed to see those funds be subverted to support priorities that benefit primarily a single regional employer. I hear a great deal of lip service about solving the problems of gentrification, but am not seeing solutions that address the conjoined problems of affordability and accessibility (and in my circumstance, aging). Transit on the Beltline is the most expedient and cost effective way to improve the lives of intown residents. Do it.</p>

From: [ARC Contact Us](#)
To: [Opinion](#)
Subject: Contact ARC - Transportation & Mobility - Inquiry
Date: Sunday, December 8, 2019 12:25:30 PM

Name

Richard Bastien

Email

[REDACTED]@gmail.com

Organization

--None--

Phone

[REDACTED]

Address

145 15th Street NE
APT 826
Atlanta, GA 30309
[Map It](#)

Subject Area

Transportation & Mobility

Comments

Hi-- I am a supporter of BeltLine Rail -- and I agree with the activists who are pushing local transit officials like the ARC to make sure that transit on the beltline is a priority moving forward! This city is CLOGGED in traffic- and desperately needs more adequate rail options that go to more places.
See below for the BeltLine Rail demands.
Thank you,
-Rick

Installing rail along the BeltLine, as intended from the beginning, would help correct the negative unintended consequences of gentrification.

BeltLine rail would best deliver equity, affordability, sustainability and mobility to all of Atlanta.

You want to see Atlanta's half-cent transit tax pay for project that make Atlanta commuters the top priority.

You want to see Ryan Gravel's vision of the BeltLine as a project that connects all Atlantans to jobs, destinations and opportunity become a reality in your lifetime.

You want to see the first rails in service along the BeltLine within three years.

You want to see rail along the BeltLine faster than the inadequate timeline now in the works.

From: [ARC Contact Us](#)
To: [Opinion](#)
Subject: Contact ARC - Transportation & Mobility - Inquiry
Date: Friday, December 13, 2019 3:34:30 PM

Name
Eddie Young
Email
[REDACTED]@gmail.com
Organization
Individual
Title
Mr.
Phone
[REDACTED]
Address
751 Hillpine Terrace NE Atlanta, Georgia 30306 Map It
Subject Area
Transportation & Mobility
Comments
Re: Rail on the Beltline I'm writing to urge the ARC to include funds for light rail on the Beltline in its next regional plan. My reasons include: (1) Earlier and more bang for the buck. I understand that the rail expansion is shovel-ready, and will augment already-proven economic and community benefits. (2) Help Atlanta do it's part to reduce our collective carbon footprint. I'm not a scientist, but common sense tells me that fewer cars, more trains, equals a healthier planet; (3) Belt line rail will create connections. Life is better when neighbors know one another. The 22 neighborhoods tied together will strengthen the network of mutuality that sustains is all. I'll be 86 in 2045. What a test it would be to see the completion of all phases of beltline construction before the candles won't fit on my cake! Thank you for your consideration of this important timeline change To the ARC Transportation Plan. Eddie Young 751 Hillpine Terrace Atlanta GA 30306

From: [ARC Contact Us](#)
To: [Opinion](#)
Subject: Contact ARC - Transportation & Mobility - Inquiry
Date: Sunday, December 8, 2019 12:25:30 PM

Name

Richard Bastien

Email

[REDACTED]@gmail.com

Organization

--None--

Phone

[REDACTED]

Address

145 15th Street NE
APT 826
Atlanta, GA 30309
[Map It](#)

Subject Area

Transportation & Mobility

Comments

Hi-- I am a supporter of BeltLine Rail -- and I agree with the activists who are pushing local transit officials like the ARC to make sure that transit on the beltline is a priority moving forward! This city is CLOGGED in traffic- and desperately needs more adequate rail options that go to more places.
See below for the BeltLine Rail demands.
Thank you,
-Rick

Installing rail along the BeltLine, as intended from the beginning, would help correct the negative unintended consequences of gentrification.

BeltLine rail would best deliver equity, affordability, sustainability and mobility to all of Atlanta.

You want to see Atlanta's half-cent transit tax pay for project that make Atlanta commuters the top priority.

You want to see Ryan Gravel's vision of the BeltLine as a project that connects all Atlantans to jobs, destinations and opportunity become a reality in your lifetime.

You want to see the first rails in service along the BeltLine within three years.

You want to see rail along the BeltLine faster than the inadequate timeline now in the works.

From: [Matthew Rao](#)
To: [Opinion](#)
Cc: [belllinerailnow.org](#)
Subject: Draft RTP 2020
Date: Monday, November 25, 2019 2:15:25 PM

To Whom It May Concern:

I am writing to express dissatisfaction with the RTP2020 draft project list, and more specifically the priority of build timelines for elements of the More MARTA project list.

As we near the deadline for the RTP 2020 plan in February of next year, I would urge the following amendments to the rail project portion of the project list :

1. Accelerate the build timeline for the iOS of the BeltLine Rail East-Streetcar East Extension from 8 years to 3 years (2023). (Jackson Street to Ponce de Leon Ave.) This is highly achievable if the dollars are committed right away.
2. Move the other BeltLine rail projects scheduled for 2040 and 2050 to “by 2030.” These include the portions of the “J” where the right of way is already owned by the city, from Armour to Bankhead. Start on the south side of the city with SW and SE sections.
3. Accelerate the Campbellton Rd. LRT or BRT project to be completed by 2025 or sooner.
4. Require the Streetcar West Extension to have financial partnership from the private sector, most notably from the developer of the Gulch, whose property is on the route, and from the City of Atlanta through its own individual bonding or special tax district creation capability.
5. Postpone the priority for the funding of the design and build of Emory Clifton Corridor until the “multi-jurisdictional partners” MARTA said were required for the project have stepped up, AND the negotiations with the CSX Railway have produced a commitment to share its right of way with MARTA where it is required.

As a taxpayer who voted for the More MARTA referendum and attended several of the hearings leading up to the vote, I would like to express profound disappointment that the priority list for More MARTA’s buildout does not match the way that MARTA sold the referendum, includes major projects that were not in the ballot and referendum area when we voted, is not consistent with MARTA’s stated values list for the project list, and puts meaningful transit access for those paying the regress sales tax way too far in the future.

Thank You for allowing me to register my opinion. I am also a co-chair of the group BeltLine Rail Now. Our group will register its official opinion in a separate email send.

Sincerely,

Matthew D Rao
Resident, Midtown Atlanta
ZIP code 30309

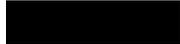
From: [Judith Winfrey](#)
To: [Opinion](#)
Subject: Expand Light Rail on the Beltline
Date: Monday, November 25, 2019 6:33:29 PM

Greetings.

As a resident of Grant Park, who lives a little over a block from the Beltline intersection with Boulevard, I am increasingly concerned about the development around the Beltline and its impact on traffic in the surrounding areas. I am distressed that we don't yet have visibility to a light rail solution for the entire Beltline in the near future. I urge you to make the expansion of light rail a priority.

Thank you
Judith

Judith Winfrey
One of Atlanta's 500 Most Powerful Leaders - [Atlanta Magazine, 2019](#)
Will Work for Good Food



Partner: [Love is Love Farm](#)
Board of Directors: [Les Dames d' Escoffier International, Atlanta Chapter](#)
Co-Founder: [Wholesome Wave Georgia](#)
Co-Founder: [Community Farmers Markets](#)
Governor Emeritus: [Slow Food USA](#)

From: [Krista Verdelotti](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; marta [REDACTED]@itsmarta.com
Subject: From the Historic West End
Date: Tuesday, December 10, 2019 11:38:43 PM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

Installing light rail along the BeltLine, as intended from the beginning of the project, would:

- help keep long time residents in their homes and neighborhoods by reducing the need to own and maintain a car. We have been a 1 car household for nearly a year and it has been great. We recently purchased bikes but the option for light rail is endless for Atlanta.
- deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity.

I want to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. I couldn't agree more that, ***regional projects should have regional funding.***

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thanks for your consideration,

Krista Verdelotti
6 Year Atlanta resident—Historic West End

From: [Melissa Roberts](#)
To: [Opinion](#)
Subject: FW: Contact ARC - The Atlanta Region - Inquiry
Date: Monday, December 16, 2019 12:58:59 PM

Melissa Roberts
P| 470-378-1563
[\[REDACTED\]atlantaregional.org](#)

From: Jim Jaquish <[\[REDACTED\]atlantaregional.org](#)>
Sent: Monday, December 16, 2019 9:22 AM
To: Melissa Roberts <[\[REDACTED\]atlantaregional.org](#)>
Subject: FW: Contact ARC - The Atlanta Region - Inquiry

Just making sure you saw this.

From: ARC Contact Us <[\[REDACTED\]atlantaregional.org](#)>
Sent: Friday, December 13, 2019 11:59 PM
To: Jim Jaquish <[\[REDACTED\]atlantaregional.org](#)>
Subject: Contact ARC - The Atlanta Region - Inquiry

Name

Justin Morris

Email

[\[REDACTED\]gmail.com](#)

Organization

Mr.

Phone

[REDACTED]

Address

1750 Battenburg Lane
Conyers, GA 30094
[Map It](#)

Subject Area

The Atlanta Region

Comments

To whom this may concern,

I am typing this letter extremely fast with no time to proofread it. So apologies in advance. Sending this email by midnight tonight's cutoff date.

Please, I beg of you all to focus on the Marta lines and public transport. Neighboring counties must support public rail lines that go into Cobb, Gwinnett, Rockdale, and many others.

The Beltline project cannot be delayed until 2045. That is too far too late. Citizens are paying for overpriced

rent and condos and houses for a broken promise. Marta, the state, cities must keep their promises with counties support.

Climate change is a real threat that will turn Georgia into a desert, we have more than enough space unlike other major cities near bodies of water. Look at the Barcelona and Atlanta comparison study, please.

The number of times to constantly expand highways for more cars makes no sense. It could have covered MARTA lines along 20, 400, I85, and I75 by now. It is good for the economy and climate.

Thank you for reading and your attention,

-Justin J. Morris

From: [James Navia](#)
To: [Opinion](#)
Subject: I support rail on the beltline
Date: Tuesday, November 26, 2019 2:00:11 PM

We desperately need to improve transportation infrastructure in Atlanta and I believe that building a rail system along the beltline will go a long way to helping relieve some of the cities traffic problems. It will also attract more business activity to the heard of the city by making it easier for locals and tourist alike to get around. Use the money you have wisely and start by making the beltline rail a reality.

Thanks

James

From: [Mackenzie Ward](#)
To: [Opinion](#)
Subject: Include the Beltline Light Rail
Date: Thursday, December 12, 2019 3:54:44 PM

To whom it may concern,

I am strongly in favor of building the Light Rail now instead of its current timeline. Make this a priority in the plan. Thank you for your time.

MacKenzie Ward

--

MacKenzie Ward

Georgia Institute of Technology

M.S. Analytics '18

B.S. Applied Computational Mathematics '17



From: [Jared Welsh](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; [marta](#); [REDACTED]@itsmarta.com
Subject: Keep the Promise - Rail on the BeltLine ASAP!
Date: Friday, December 13, 2019 8:17:10 PM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

I write to urge you to reprioritize the key piece of Atlanta's infrastructure for the next 50 years, and to keep the promise made to Atlantans when we voted to tax ourselves out of the mess created by decades of a lack of visionary leadership. Rail on the whole beltline loop is what Atlantans want, and it's the best, most equitable solution for our future.

Installing light rail along the BeltLine, as intended from the beginning of the project, would:

- help keep people in their homes and neighborhoods by reducing the need to own and maintain a car.
- deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity.

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding. Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thanks for your consideration,

Jared Welsh

Atlanta Resident

From: [Liza Gellerstedt](#)
To: [Opinion](#)
Cc: [David Bernqartt](#)
Subject: Letter in support of Light Rail at the Beltline
Date: Friday, December 13, 2019 3:45:15 PM

I am writing to voice my support for the development of light rail along the Beltline. We need to give communities along the proposed light rail line solutions to our transit issues earlier than 2045. I am asking that you prioritize the Beltline rail and ensure that these communities can fully benefit from access to the city.

Liza Gellerstedt

 [gmail.com](#)

From: [Linda Posner](#)
To: [Opinion](#)
Subject: Light Rail On The Beltline
Date: Tuesday, December 10, 2019 3:55:30 PM

Good Afternoon,

As a longtime resident of Atlanta, specifically the Old Fourth Ward, I would like to weigh in on the importance of moving forward with light rail plans on the Beltline. Voters have spoken at the polls, and the area desperately needs a transit system that does not rely on more roads.

Kind Regards,
Linda Posner-Downing
664 Irwin St. NE

From: [Amy Salley](#)
To: [Opinion](#)
Subject: Light Rail on the Beltline
Date: Wednesday, November 27, 2019 5:17:54 PM

Please put light rail on the full loop! It's what the people want.

Thanks and happy Thanksgiving,
Amy Salley

From: [ATL333](#)
To: [Opinion](#)
Date: Monday, November 25, 2019 10:49:24 AM

We need the Beltline to be a complete rail corridor that's circling the city of Atlanta. This will be the future for cities to be more viable and productive places to live. The plan that is being submitted is not acceptable. Fast track Beltline TRANSIT! This project should be one of the most crucial projects for the Metro. Let's get this done and be progressive in how we view transportation in this state and region. We ask that you act now. Let's make this project be completed in 7 years or less. Carl C

From: [Adriano Suckow](#)
To: [REDACTED] [atlantaga.gov](#); [REDACTED] [atlantaga.gov](#); [marta](#) [REDACTED] [itsmarta.com](#); [Opinion](#); [REDACTED] [beltlinerailnow.org](#)
Date: Monday, December 9, 2019 2:22:49 PM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms;

I wanted to reach out regarding the frustratingly slow progress on adding light rail to the BeltLine as the original project promised. Installing light rail along the BeltLine, as intended from the beginning of the project, would: deliver reliable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity as well as reduce personal vehicle congestion and reliance.

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within five years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thank you for your consideration,

Adriano Suckow - an Atlanta resident

From: [Adriano Suckow](#)
To: [REDACTED] [atlantaga.gov](#); [REDACTED] [atlantaga.gov](#); [marta](#) [REDACTED] [itsmarta.com](#); [Opinion](#); [REDACTED] [beltlinerailnow.org](#)
Date: Monday, December 9, 2019 2:22:49 PM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms;

I wanted to reach out regarding the frustratingly slow progress on adding light rail to the BeltLine as the original project promised. Installing light rail along the BeltLine, as intended from the beginning of the project, would: deliver reliable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity as well as reduce personal vehicle congestion and reliance.

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within five years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thank you for your consideration,

Adriano Suckow - an Atlanta resident

From: [Lindsay Gilbert](#)
To: [Opinion](#)
Date: Wednesday, December 11, 2019 11:55:50 AM

I want public light rail in SWATL on the Beltline please!

Fulfill the promise
Thanks,
Lindsay Gilbert
PittsburghATL

Sent from my iPhone

From: [John Wolfinger](#)
To: [Opinion](#)
Subject: More BeltLine Rail Now
Date: Monday, December 2, 2019 5:49:05 AM

Good morning,

Allow me to add my request for adding more BeltLine rail to the current transportation plan. I am 76 years old and at the rate we are going now – I will probably not live long enough to see (let alone utilize) rail transit on the BeltLine. The time is NOW – not later to get going on this needed transit feature to our total transportation picture.

Thanx

John Wolfinger
1054 Vance Avenue, NE Atlanta GA 30306

From: [Taylor Hendrick](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [atlantaga.gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Much needed Light Rail for Atlantans
Date: Wednesday, December 4, 2019 9:37:07 AM

Dear ARC,

Thank you for the work you're doing to make Atlanta a better place to live. With the continued growth in population for our city, the time to act is now. For the many people that will move here over the next 30 years, the message needs to be sent that you CAN live here without complete car dependency. Too long have cars shaped our urban environment — they will have a place in our shared future, just not the throne any more.

If our newcomers can see the future and potential that we see, then it will help us absorb the density that is coming of all kinds of people so that we are truly a city for ALL. Trains in service along the Beltline is a MUST in the next 3 years. The current timeline is entirely too slow and the housing and job effects of that many more car commuters and SOVs will take decades to bounce back from. Send this message NOW and prioritize this light rail to as soon as possible.

If you have any questions about my opinion on this matter, please don't hesitate to contact me.

Best,
Taylor

Taylor Hendrick
East Lake Resident & Board Member
75 Russell St
[REDACTED]@gmail.com
[REDACTED]

Sent from my iPhone

From: [Stephanie Coffin](#)
To: [Opinion](#)
Subject: need the Beltline now
Date: Wednesday, December 11, 2019 9:33:31 AM

We need the Beltline now more than ever. Since I live .7 miles from the Beltline and ride a trike,.I ride it almost every day. I can get over to other neighborhoods so quickly without having to get into traffic. I hope that the funds are being used to continue to complete the entire loop. We need this more than we need a very slow streetcar.

Th Beltline is popular beyond its wildest dreams Please continue to extend this line into other neighborhoods.Folks want to get out of their cars and walk or ride. I see that the Beltline is a spot where parents come to teach their kids how to ride trikes and bikes. Also scooter folks come to learn in an environment where a huge steel covered car wil not mow them down.

Please continue funding the Beltline , but skip the slow trolley.
Thanks]
Stephanie

From: [REDACTED]@me.com
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; marta@itsmarta.com
Subject: No Rail on the BeltLine!
Date: Saturday, December 14, 2019 8:17:08 PM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

Installing light rail along the BeltLine, as intended from the beginning of the project, would be a major mistake.

Ryan Gravel's vision was great but should be updated to accommodate the actual manner in which people use the BeltLine. The great thing about visions is that they can grow and expand as times evolve.

The extra space on the BeltLine would be far better used as a second path for personal wheeled transit, an LIT path. There are currently so many people using the trail that pedestrians are endangered by bikes, skateboards, and scooters. All of us deserve the ability to safely use the BeltLine.

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority; use the money to create the second path and move on from rail on the BeltLine. Regional projects should have regional funding.

Thanks for your consideration,

Atlanta resident

From: [D. Alan Stewart](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [atlantaga.gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: No to Beltline Rail, yes to Beltline Rubber
Date: Tuesday, November 26, 2019 1:19:29 PM

Dear ARC,

I think laying rail on the Beltline significantly reduces the utility of this right of way. Rails are hazards limiting other uses of this right of way and are expensive. I want to see rubber-tired transit in service on the BeltLine, and the right of way shared with human-powered and battery-powered personal transportation devices. Times have changed, technology has changed.

Warm Regards,

D. Alan Stewart
902 Boulevard SE
[REDACTED]

From: [Allison Troxell](#)
To: [Opinion](#)
Subject: Opinion on ARC plan
Date: Tuesday, December 10, 2019 8:34:03 PM

I voted for the More Marta tax. I thought I was voting for Beltline rail. That is a huge priority to me and the fact that it won't be realized for another 3 decades is unconscionable. Funding rail to Emory (which wasn't even part of the city at the time) is a classic bait and switch and SO ATLANTA. This is bad government. I will never vote for a Splost again because Atlanta government cannot be trusted.

I live in Lake Claire near Candler Park. I run about 2000 miles a year on city streets. It is safer for me to run on the road and dodge cars than it is to run on the broken, treacherous sidewalks. I have fallen 3 times in recent years. I want money spent on sidewalks and bike lanes before money is spent on widening any roads and further adding to Atlanta's car culture.

I want money spent on trains before redoing major exchanges of 285 and 20.

In short, I think you need to go back to the drawing board and reprioritize.

Sent from my iPhone

From: [David Tracht](#)
To: [Opinion](#)
Subject: Opinion on beltline rail and Atlanta transit
Date: Monday, December 2, 2019 11:19:49 AM

Good morning. Regarding the upcoming 12/4 Board Meeting and the 12/13 Transportation Coordinating Meeting, I wanted to go on the record of public support for a more aggressive allocation of transit dollars towards the build out of rail along the Atlanta Beltline, and an acceleration of the build out timeline. Smart growth, and creating a city with mobility options outside of automobiles matters for so many reasons, and I believe the Beltline provides the best opportunity for connectivity around our entire city, with intersections for Marta and BRT at various points around the beltline loop. I hope the city and region will see fit to prioritize the Beltline opportunity.

Thanks!

David Tracht

VP Development

██████████ [elevationdevgroup.com](#)

██████████ Mobile

██████████ Office

3284 Northside Parkway

Suite 575

Atlanta, GA 30327



From: [Richard Bowles](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; marta@[REDACTED]@itsmarta.com
Subject: Please Build the Rail on the BeltLine
Date: Thursday, December 12, 2019 11:58:23 PM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

As a frequent traveler who has experienced the fantastic experience of more developed subway and metro systems in competing large metropolitan cities, this is necessary for our city's growth and development.

I wholeheartedly believe the lack of simple accessibility to many great areas within our city deters contributing members of society from being interested in Atlanta.

By expanding our public railway transportation, we will decrease traffic while attracting new members to our community. This will boost taxes for the city and help defeat Atlanta traffic.

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thank you for your consideration,

Richard Bowles
[REDACTED]

From: [Derwood Eadie](#)
To: [Opinion](#)
Subject: Please make sure Beltline light rail is prioritized in the Regional Transportation Plan
Date: Wednesday, November 27, 2019 9:25:40 AM

Hello,

I'm an Atlanta Midtown resident, one who by choice enjoys living in the city without an automobile. It does come with its challenges, but light rail on the Beltline would make getting around the city so much easier for me. I sure that for residents who by necessity don't have vehicles, light rail on the Beltline would be a lifesaver, not just a convenience.

We need light rail in service to start on the Beltline soon, within 3 years. We need it built out quickly, not waiting until 2040.

Please make Beltline light rail a priority in the Regional Transportation Plan

Sincerely,
Derwood Eadie

From: [Megan Payne](#)
To: [Opinion; \[REDACTED\]@atlantaga.gov; \[REDACTED\]@atlantaga.gov; marta; \[REDACTED\]@itsmarta.com](#)
Subject: Please Put Rail on the BeltLine by 2030!
Date: Thursday, December 12, 2019 12:34:30 PM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

Installing light rail along the BeltLine, as intended from the beginning of the project, would:

- help keep people in their homes and neighborhoods by reducing the need to own and maintain a car.
- deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity.

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thanks for your consideration,

Megan Payne
Midtown Atlanta Resident *Without a Car*
[REDACTED] [alumni.lsu.edu](#)
[REDACTED]

From: [Victoria Lansford](#)
To: [Opinion](#)
Subject: Please Put Rail on the Whole Beltline!!!
Date: Thursday, November 28, 2019 2:49:56 PM

Atlanta's lack of expedient public transit is nothing short of extremely detrimental to the environment and, quite frankly, embarrassing. You have the power to make a positive impact...or to sit back in the unreconstructed, good old boy network and adhere to the problems of traffic, pollution, and climate change (that only uneducated people deny).

Thank you for doing your part to make Atlanta a world class, major city that it could be.

Best wishes,
Victoria

Victoria Lansford
Artist and author of [Giving Voice](#), An award winning, contemporary, illuminated book about the life changing importance of connecting to people who care.

From: [Lauren Welsh](#)
To: [Opinion: \[REDACTED\]@atlantaga.gov](#)
Subject: prioritize BeltLine rail in the RTP
Date: Monday, December 9, 2019 9:27:22 AM

The only project that will have significant impact for the entirety of Atlanta is putting rail on the BeltLine. It is the one project that touches all 4 corners of our city and connects those in economically disadvantaged neighborhoods with multiple assets throughout Atlanta - whether that's jobs, schools, healthcare, or parks.

Yes, Clifton Corridor is a worthwhile project and should be completed, but not on the backs of Atlantans only. It's a multi-jurisdictional project that should have multi-jurisdictional funding.

If we don't get rail on the BeltLine in the next several years, we're simply creating a car dependent gentrified fancy sidewalk for those who drive everywhere. Without the rail, parking decks will continue to be built on top of the BeltLine, people will continue to drive, and traffic will become worse every day. Development on the BeltLine will not slow down regardless of what happens with the RTP. But the *way* development gets built and whether it's transit oriented or car oriented will depend on leaders willing to push for the rail to happen now.

This project has so much support throughout the city, and I cannot understand why our leaders won't fight harder for it. It has the potential not just to connect a corridor but to truly transform the way people get around the city.

Thank you,

Lauren

--

Lauren Welsh
co-founder, [ThreadATL](#), *promoting good urbanism in Atlanta*
principal, Mixte, *marketing to move your cause*
[REDACTED]

From: [Lauren B](#)
To: [Opinion](#)
Subject: Prioritize Beltline Rail Now
Date: Tuesday, November 26, 2019 5:21:34 PM

Hello,

I am a resident of East Atlanta, NPU W, and zone 6. I have lived in the city of Atlanta for 9 years and my husband and I actually moved from West Midtown to East Atlanta due to the amount of consistent traffic that made getting around the previous area unbearable. I am writing you on behalf of prioritizing Beltline Rail to be completed by 2030. I echo the petitions of the vast majority of Atlanta constituents, who voted for the increased TSPLOST tax, to find a way to make this happen in a timely manner. A large portion of the work has already been completed with the environmental studies being finished and the land already purchased. My husband and I live less than a mile from where the beltline will be once it is completed, and currently share one car. We currently rely on bikes, scooters, rideshare etc. to travel across the city for work and social engagements. To access any current transportation is over 2 miles and we would need at least one transfer. Due to the time it would take to get to our destinations, current public transportation, is not a viable option because it is both inconvenient and more costly. We need access to light rail and the beltline rail project is the only project that is currently ready to go and will connect the highest number of individuals in the city. As previously stated the citizens of Atlanta have already voted for increased taxes for, under the impression they would be used to add rail to the beltline. The beltline rail project needs to be prioritized over all other projects, including the streetcar, buses, and Clifton Corridors. We are currently pregnant with our first, and on the proposed timeline our unborn daughter would be 30 years old before rail on the beltline would be an option. This is unacceptable. Atlanta is a city with a history based on rail and we need to get back to our roots. This is our story, this is what can set us apart from the rest of the Southeast. I believe that through rail we will be by uniting the city and that rail needs to be on the beltline by 2030.

Thank you for your time,

Lauren Bertman

From: [Lauren B](#)
To: [Opinion](#)
Subject: Prioritize Beltline Rail Now
Date: Tuesday, November 26, 2019 5:21:34 PM

Hello,

I am a resident of East Atlanta, NPU W, and zone 6. I have lived in the city of Atlanta for 9 years and my husband and I actually moved from West Midtown to East Atlanta due to the amount of consistent traffic that made getting around the previous area unbearable. I am writing you on behalf of prioritizing Beltline Rail to be completed by 2030. I echo the petitions of the vast majority of Atlanta constituents, who voted for the increased TSPLOST tax, to find a way to make this happen in a timely manner. A large portion of the work has already been completed with the environmental studies being finished and the land already purchased. My husband and I live less than a mile from where the beltline will be once it is completed, and currently share one car. We currently rely on bikes, scooters, rideshare etc. to travel across the city for work and social engagements. To access any current transportation is over 2 miles and we would need at least one transfer. Due to the time it would take to get to our destinations, current public transportation, is not a viable option because it is both inconvenient and more costly. We need access to light rail and the beltline rail project is the only project that is currently ready to go and will connect the highest number of individuals in the city. As previously stated the citizens of Atlanta have already voted for increased taxes for, under the impression they would be used to add rail to the beltline. The beltline rail project needs to be prioritized over all other projects, including the streetcar, buses, and Clifton Corridors. We are currently pregnant with our first, and on the proposed timeline our unborn daughter would be 30 years old before rail on the beltline would be an option. This is unacceptable. Atlanta is a city with a history based on rail and we need to get back to our roots. This is our story, this is what can set us apart from the rest of the Southeast. I believe that through rail we will be by uniting the city and that rail needs to be on the beltline by 2030.

Thank you for your time,

Lauren Bertman

From: [Eric Shealy](#)
To: [Opinion](#)
Subject: Prioritize Rail Transit
Date: Friday, December 13, 2019 10:20:50 AM

I work for the City of Dunwoody. Yesterday, I spent an hour getting from 4800 Ashford Dunwoody Road to the highway. Just over a mile in an hour. I could have walked the distance in under a half an hour. Given that I drive, you might expect that I would support road widening, and a focus on bottlenecks like the ones on my commute. You would be wrong.

The 85 bridge collapsed in 2017 and I was amazed at the results. My commute was cut from an hour down to 30 minutes as other drivers were forced to take transit, and MARTA expanded service to meet that demand. Normally I'm torn up over the decision between whether to take a 1 hour drive from Decatur to Dunwoody or the same trip via transit at double that. In my ideal world, I would have a straight shot to work on heavy rail. Even barring that, every little bit of increased ridership helps by reducing not only VMTs but also idling.

We need rail on the beltline before 2040. I do not wish to wait until I have children graduating high school before I can enjoy a city with adequate public transit. We need better frequencies and expanded hours on our existing rail. Users shouldn't be faced with trips taking double what they would by car. We do not need new roads, new lexus lanes, or additional lanes of any kind. Induced demand is real. The 85 fire empirically demonstrates its inverse in reduced demand.

I and many like me will be driving into 2020 and hating every minute of it. Rail-centric transit could free us of that burden before 2030, but not if we wait two decades to even begin. I urge you to hasten the timeline on beltline rail. We needed it 20 years ago, not 20 years down the line.

From: [Ken & Bonnie Lavine](#)
To: [Opinion](#)
Subject: proposed 2020 Atlanta Region's Plan Regional Transportation Plan
Date: Wednesday, December 11, 2019 2:58:46 PM

We should prioritize projects, such as the 22-mile BeltLine transit loop, that were actually in the city limits when we voted to tax ourselves and that directly benefit most the taxpayers paying the More MARTA tax.

Not the \$1.8 billion dollar, 4-mile Clifton Corridor to Emory University – which can be done later and was not in the city at the time of the More MARTA sales tax vote. To do so is a breach of the basic trust in government and short sighted.

Ken Lavine
City of Atlanta taxpayer

From: [Nicholas Zingleman](#)
To: [Opinion](#)
Subject: public input on transit
Date: Wednesday, December 11, 2019 1:34:30 PM

i will keep this somewhat short for whoever is reading this,

i believe that the beltline will really flourish with the beltline light rail system and that this should be the #1 priority for the region until it is finished.

i think the next priority should be bus rapid transit, but especially with **BUS LANES** because they need their own right of way throughout the city in order to become more useful to people of every class.

thank you for taking input, i can't wait to see how you make the city a better place to live!

From: [Brian Aton](#)
To: [Opinion](#)
Subject: Rail along beltline please
Date: Tuesday, December 10, 2019 8:43:44 AM

Ponce City Market is just another mall that in a few years will be old news. We need to establish rail networks that connect neighborhoods, not shopping centers. Please build rail along the entire beltline corridor. This city does not compete with large cities like Boston, Chicago, New York. And it is not because of history or culture, it is because the citizens of this city, and its visitors, are segregated from each other by an absence of public transportation. Build the rail as a tool for real citizens, not just consumers. Build the rail to make this a real 21st century city.

Sent from [Mail](#) for Windows 10

From: [Brian Cox](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; marta [REDACTED]@itsmarta.com
Subject: Rail on the Beltline ASAP!
Date: Friday, December 6, 2019 2:17:58 PM

Dear ARC and leaders of our great city,

The citizens and residents of Atlanta have been patient for long enough. We want to see trains in service on the BeltLine rail within 3 years and every effort to expedite that progress should be done. Atlanta can not wait until the 2040s for adequate and effective transit connecting the 45 neighborhoods accessed by the BeltLine corridor to develop. We want to see rail on the BeltLine faster than the unnecessarily long timeline currently being proposed.

Regards,

Brian Cox
Ormewood Park, Atlanta Resident

Brian Cox
[REDACTED]@gmail.com

From: [Matthew Weisenburg](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; marta [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine ASAP!
Date: Tuesday, November 26, 2019 1:26:25 PM

Dear ARC,

I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. Our neighbors are clamoring for easy, convenient transit on a rapidly densifying area. We committed our hard earned dollars to a tax increase several years ago specifically for options such as this.

Warm Regards,

Matt Weisenburg
Vice President, Fourth Ward West

From: [Russ Seekatz](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; marta [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine before 2030!
Date: Friday, December 6, 2019 9:58:42 AM

Dear ARC,

Atlanta is behind the curve. Atlanta needs to get ahead of the curve.

I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works.

Warm Regards,

Atlanta Resident

From: [brian Sumlin](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [AtlantaGa.Gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2023!
Date: Wednesday, December 11, 2019 10:49:28 PM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

Installing light rail along the BeltLine, as intended from the beginning of the project, would:

- help keep people in their homes and neighborhoods by reducing the need to own and maintain a car.
- deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity.

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thanks for your consideration,

Atlanta resident Brian District 5

[Sent from Yahoo Mail on Android](#)

From: [Darren Quinn](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [atlantaga.gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Sunday, December 15, 2019 1:45:06 PM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms: Installing light rail along the BeltLine, as intended from the beginning of the project, would: - help keep people in their homes and neighborhoods by reducing the need to own and maintain a car. - deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity. I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding. Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works. Thanks for your consideration, Atlanta resident

From: [Lindsey Estep](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; [marta](#) [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Saturday, December 7, 2019 10:40:50 AM

Dear ARC, I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works.

Warm Regards, Atlanta Resident

Sent from my iPhone

From: [Katie French](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; [marta](#); [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Saturday, December 14, 2019 11:26:44 AM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

Installing light rail along the BeltLine, as intended from the beginning of the project, would:

- help keep people in their homes and neighborhoods by reducing the need to own and maintain a car.
- deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity.

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thanks for your consideration,

Atlanta resident

Katie French

Sent from my iPhone

From: [Leah Carroll](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; marta [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Saturday, December 7, 2019 10:11:17 AM

Dear ARC, I want to see trains in service on the BeltLine within 10 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works. Warm Regards, Atlanta Resident

From: [TROYE WASHINGTON CLANTON](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; marta [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Saturday, December 7, 2019 10:08:12 AM

Dear ARC, I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works. Warm Regards, Atlanta Resident

Troye Washington Clanton

From: [John Garone](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [atlantaga.gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Saturday, December 14, 2019 11:24:05 AM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

Installing light rail along the BeltLine, as intended from the beginning of the project, would:

- help keep people in their homes and neighborhoods by reducing the need to own and maintain a car.
- deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity.

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thanks for your consideration,

Atlanta resident

John Garone
[REDACTED]

From: [Allison McWilliams](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [atlantaga.gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Saturday, December 14, 2019 11:23:24 AM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

Installing light rail along the BeltLine, as intended from the beginning of the project, would:

- help keep people in their homes and neighborhoods by reducing the need to own and maintain a car.
- deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity.

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thanks for your consideration,

Atlanta resident

Allison McWilliams
[REDACTED]

From: [Sean Cantkier](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; marta [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Saturday, December 7, 2019 9:16:45 AM

Dear ARC, I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works. Warm Regards, Atlanta Resident

Thank you,
Sean

From: [Mary Hocks](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [atlantaga.gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Saturday, December 7, 2019 8:56:43 AM

Dear ARC,

YES, I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works.

WE NEED TRAINS in this city!

With Warm Regards,
Mary Hocks

From: [Sarah Ackerman](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [atlantaga.gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Saturday, December 14, 2019 10:28:40 AM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

Installing light rail along the BeltLine, as intended from the beginning of the project, would:

- help keep people in their homes and neighborhoods by reducing the need to own and maintain a car.
- deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity.

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thanks for your consideration,

Sarah Ackerman
Atlanta resident

From: [Christian Mendonca](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; marta [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Saturday, December 7, 2019 8:38:28 AM

Dear ARC, I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works. Warm Regards, Atlanta Resident

Sent from my iPhone

From: [Melanie Touchstone](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [atlantaga.gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Saturday, December 14, 2019 10:13:29 AM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

Installing light rail along the BeltLine, as intended from the beginning of the project, would:

- help keep people in their homes and neighborhoods by reducing the need to own and maintain a car.
- deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity.

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thanks for your consideration,

Atlanta resident

From: [Steve McKenzie](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [atlantaga.gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Saturday, December 14, 2019 7:06:40 AM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

Installing light rail along the BeltLine, as intended from the beginning of the project, would:

- help keep people in their homes and neighborhoods by reducing the need to own and maintain a car.
- deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity.

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thanks for your consideration,

Atlanta resident

Sent from my iPhone

From: [Christian Mendonca](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; marta [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Saturday, December 7, 2019 8:38:20 AM

Dear ARC, I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works. Warm Regards, Atlanta Resident

From: [Kayla Randle](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [atlantaga.gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Saturday, December 14, 2019 5:56:40 AM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

Installing light rail along the BeltLine, as intended from the beginning of the project, would:

- help keep people in their homes and neighborhoods by reducing the need to own and maintain a car.
- deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity.

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thanks for your consideration,

Atlanta resident

Sent from my iPhone

From: [Lauren Killion](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; [marta](#) [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Saturday, December 7, 2019 7:32:44 AM

Dear ARC, I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works. Warm Regards, Atlanta Resident

Sent from my iPhone

From: [priscilla \[REDACTED\] gmail.com](mailto:priscilla[REDACTED]@gmail.com)
To: [Opinion](#)
Cc: [\[REDACTED\]@atlantaga.gov](#); [\[REDACTED\]@atlantaga.gov](#); [marta \[REDACTED\] itsmarta.com](mailto:marta@[REDACTED]@itsmarta.com)
Subject: Rail on the BeltLine by 2030!
Date: Saturday, December 14, 2019 12:04:30 AM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

Installing light rail along the BeltLine, as intended from the beginning of the project, would:

- help keep people in their homes and neighborhoods by reducing the need to own and maintain a car.
- deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity.

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thanks for your consideration,

Atlanta resident

Sent from my iPhone

From: [George](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [AtlantaGa.Gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Saturday, December 7, 2019 4:34:46 AM

Dear ARC,

I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works.

Warm Regards,
George Duthie

Sent from my Made in China iPhone

From: [maddie herbik](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [atlantaga.gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Friday, December 13, 2019 11:35:01 PM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

Installing light rail along the BeltLine, as intended from the beginning of the project, would:

- help keep people in their homes and neighborhoods by reducing the need to own and maintain a car.
- deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity.

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority!
Regional projects should have regional funding.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor! I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thanks for your consideration,

Madelyn Herbik

From: [David Hebert](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; [marta](#) [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Saturday, December 7, 2019 12:41:30 AM

Dear ARC, I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works. Warm Regards, Atlanta Resident

Best Regards

David Hebert

From: [Logan Childs](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; marta [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Friday, December 6, 2019 11:38:08 PM

Dear ARC, I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works. Warm Regards, Atlanta Resident

Sent from my iPhone

From: [Eva](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [atlantaga.gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Friday, December 13, 2019 10:59:52 PM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

Installing light rail along the BeltLine, as intended from the beginning of the project, would:

- help keep people in their homes and neighborhoods by reducing the need to own and maintain a car.
- deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity.

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thanks for your consideration,

Eva Maria Gonzalez

Sent from my iPhone

From: [Grant Musolf](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; [marta](#) [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Friday, December 6, 2019 10:41:49 PM

Dear ARC, I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works. Warm Regards, Atlanta Resident

Sent from my iPhone

From: [Katy Thirey](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [atlantaga.gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Friday, December 13, 2019 10:16:57 PM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

Installing light rail along the BeltLine, as intended from the beginning of the project, would:

- help keep people in their homes and neighborhoods by reducing the need to own and maintain a car.
- deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity.

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thanks for your consideration,

Atlanta resident

Katy Thirey, SPT

Doctor of Physical Therapy, Class of 2021

Georgia State University

[REDACTED]

[REDACTED] [student.gsu.edu](#)

From: [Michael Martin](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [atlantaga.gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Friday, December 13, 2019 9:30:42 PM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

Installing light rail along the BeltLine, as intended from the beginning of the project, would:

- help keep people in their homes and neighborhoods by reducing the need to own and maintain a car.
- deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity.

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thanks for your consideration,

Atlanta resident

Mike Martin

From: [Margo Green](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; [marta](#); [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Friday, December 6, 2019 10:36:26 PM

Dear ARC, I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works.

Warm Regards,
Atlanta Resident
M. Green

Sent from my iPhone

From: [Alexandra Burdette](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [atlantaga.gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Friday, December 13, 2019 9:29:03 PM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

Installing light rail along the BeltLine, as intended from the beginning of the project, would:

- help keep people in their homes and neighborhoods by reducing the need to own and maintain a car.
- deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity.

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thanks for your consideration,

Atlanta resident

Sent from my iPhone

From: [Olivia Magee](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [atlantaga.gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Friday, December 6, 2019 8:27:18 PM

Dear ARC, I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works.

Warm Regards,
Atlanta Resident - Olivia David

From: [maloney\[REDACTED\]me.com](mailto:maloney[REDACTED]me.com)
To: [Opinion](#)
Cc: [\[REDACTED\]atlantaga.gov](#); [\[REDACTED\]AtlantaGa.Gov](#); [marta\[REDACTED\]itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Friday, December 13, 2019 9:24:55 PM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

Installing light rail along the BeltLine, as intended from the beginning of the project, would:

- help keep people in their homes and neighborhoods by reducing the need to own and maintain a car.
- deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity.

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority and not two Escalades with all the extras. Regional projects should have regional funding.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thanks for your consideration,
O4w resident

From: [Melanie Fisher](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; [marta](#); [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Friday, December 6, 2019 6:51:21 PM

Dear ARC, I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works. Warm Regards, Atlanta Resident

Melanie

From: [Eyeflix eyeflix](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [atlantaga.gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Friday, December 6, 2019 6:49:35 PM

Dear ARC, I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works. Warm Regards, Atlanta Resident

Tally Ho!

From: [Stay ATL](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; [marta](#) [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Friday, December 13, 2019 7:49:00 PM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

Installing light rail along the BeltLine, as intended from the beginning of the project, would:

- help keep people in their homes and neighborhoods by reducing the need to own and maintain a car.
- deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity.

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thanks for your consideration,

Atlanta resident

Sent from my iPhone

From: [Stay ATL](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; [marta](#); [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Friday, December 13, 2019 7:47:39 PM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

Installing light rail along the BeltLine, as intended from the beginning of the project, would:

- help keep people in their homes and neighborhoods by reducing the need to own and maintain a car.
- deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity.

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thanks for your consideration,

David Orland Brown
Atlanta resident

Sent from my iPhone

From: [Gina Hayden](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; marta [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Friday, December 6, 2019 6:37:32 PM

Dear ARC, I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works. Warm Regards, Atlanta Resident

Sent from my iPhone

From: [Chloe Reid](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [AtlantaGa.Gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Friday, December 13, 2019 7:47:14 PM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

Installing light rail along the BeltLine, as intended from the beginning of the project, would:

- help keep people in their homes and neighborhoods by reducing the need to own and maintain a car.
- deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity.

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thanks for your consideration,

Atlanta resident
Chloe Reid

Sent from my iPhone

From: [Wendy Cardenas](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; marta [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Friday, December 6, 2019 6:20:36 PM

Dear ARC, I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works. Warm Regards, Atlanta Resident

Sent from my iPhone

From: [Joseph Camoosa](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; [marta](#) [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Friday, December 13, 2019 6:13:52 PM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

Installing light rail along the BeltLine, as intended from the beginning of the project, would:

- help keep people in their homes and neighborhoods by reducing the need to own and maintain a car.
- deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity.

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thanks for your consideration,

Atlanta resident

Sent from my iPhone

From: [Alston](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [AtlantaGa.Gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Friday, December 6, 2019 5:56:50 PM

Dear ARC,

I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works.

Warm Regards,

Atlanta Resident

Sent from [Mail](#) for Windows 10

From: [Rob Augustine](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [atlantaga.gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Friday, December 13, 2019 6:13:28 PM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

The KEY to the FUTURE OF ATLANTA is light rail around the city on the Beltline. After living here for 65 years, linking the core of the city is essential. Providing light rail access will transform Atlanta and help it become the City of the 21st Century.

Installing light rail along the BeltLine, as intended from the beginning of the project, would:

- help keep people in their homes and neighborhoods by reducing the need to own and maintain a car.
- deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity.

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thanks for your consideration,

Robert Augustine
A concerned citizen of Metro Atlanta

From: [Amy Benson](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; marta [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Friday, December 6, 2019 5:25:49 PM

Dear ARC, I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works. Warm Regards, Atlanta Resident

Sincerely,
Amy Benson
Ormewood Park Resident

Sent from my iPhone

From: [Greyson Forster](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [atlantaga.gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Friday, December 13, 2019 4:44:45 PM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

Installing light rail along the BeltLine, as intended from the beginning of the project, would:

- help keep people in their homes and neighborhoods by reducing the need to own and maintain a car.
- deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity.

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thanks for your consideration,

Atlanta resident

Sent from my iPhone

From: [Megan Jones](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; [marta](#); [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Friday, December 6, 2019 5:17:35 PM

Dear ARC, I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works. Warm Regards, Atlanta Resident

Megan Jones
Ornewood park home owner

Sent from my iPhone

From: [Peter Ryan](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; [marta](#) [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Friday, December 13, 2019 3:33:35 PM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

Installing light rail along the BeltLine, as intended from the beginning of the project, would:

- help keep people in their homes and neighborhoods by reducing the need to own and maintain a car.
- deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity.

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thanks for your consideration,

Atlanta resident

From: [Hautau, David](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [atlantaga.gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Friday, December 6, 2019 4:49:22 PM

Dear ARC, I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works. Warm Regards, Atlanta Resident

Sent from David Hautau's iPhone [REDACTED]
Please respond to [REDACTED]@Czarnowski.com

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From: [Brian Farmer](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [atlantaga.gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Friday, December 13, 2019 1:50:11 PM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

Installing light rail along the BeltLine, as intended from the beginning of the project, would:

- help keep people in their homes and neighborhoods by reducing the need to own and maintain a car.
- deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity.

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thanks for your consideration,

Atlanta resident

This email was sent from my cellphone. Please excuse typos and inadmissible grammar.

From: [Rebel, Kristi](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [AtlantaGa.Gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Friday, December 6, 2019 2:15:26 PM

Dear ARC,

I want to see trains in service on the BeltLine within 3 years. Atlanta cannot wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. Atlantans want trains on the Beltline and should not have to wait another 20 years for this to happen. The current plan is not acceptable. I want to see rail on the BeltLine faster than the inadequate timeline that is currently in the works.

Kind regards,
Kristi Rebel
Atlanta Resident – homeowner within the city of Atlanta

This e-mail message (including any attachments) is for the sole use of the intended recipient(s) and may contain confidential and privileged information. If the reader of this message is not the intended recipient, you are hereby notified that any dissemination, distribution or copying of this message (including any attachments) is strictly prohibited.

If you have received this message in error, please contact the sender by reply e-mail message and destroy all copies of the original message (including attachments).

From: [Joe Cantona](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [AtlantaGa.Gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Friday, December 13, 2019 1:40:34 PM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

Installing light rail along the BeltLine, as intended from the beginning of the project, would:

- help keep people in their homes and neighborhoods by reducing the need to own and maintain a car.
- deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity.

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thanks for your consideration,

Atlanta resident

From: [Strong, Christopher S.](#)
To: [Opinion](#)
Cc: "[REDACTED]@atlantaga.gov"; "[REDACTED]@AtlantaGa.Gov"; "marta [REDACTED]@itsmarta.com"
Subject: Rail on the BeltLine by 2030!
Date: Friday, December 6, 2019 12:56:07 PM

Dear ARC,

I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works. Growth in Atlanta shows no sign of slowing down. In order to accommodate and simply meet the transit needs that this growth requires, the 20-30 year timeline is NOT sufficient. This is a critical point in the future of Atlanta, and I urge you to take advantage of the great opportunity we have now, so that future Atlantans do not end up in the situation we are in now – a large, growing, successful city with a transit network 30 years behind where it should be. I appreciate all the work you are all doing to bring this to fruition, and I hope you take mine and many other Atlantans' request for expediting the buildout to heart.

Warm Regards,

Chris Strong
Norfolk Southern Corporation
Senior Operations Support Engineer ATC
Desk: [REDACTED]
Cell: [REDACTED]

From: [Flake, Jessica](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [AtlantaGa.Gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Friday, December 13, 2019 11:11:20 AM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

Installing light rail along the BeltLine, as intended from the beginning of the project, would:

- help keep people in their homes and neighborhoods by reducing the need to own and maintain a car.
- deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity.

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thanks for your consideration,

Atlanta resident

From: [Ashwin Ganeshan](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [AtlantaGa.Gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Friday, December 6, 2019 12:48:24 PM

Dear ARC,

I want to see construction of rail based infrastructure projects along the BeltLine within 3 years. We cannot continue to treat rail based public transit as a secondary priority, especially as the population of this city continues to soar. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works. Warm Regards, Atlanta Resident,
Ashwin Ganeshan

From: [mary kristen Ferguson](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [atlantaga.gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Friday, December 13, 2019 10:55:41 AM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

Installing light rail along the BeltLine, as intended from the beginning of the project, would:

- help keep people in their homes and neighborhoods by reducing the need to own and maintain a car.
- deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity.

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thanks for your consideration,

Atlanta resident

Mary Kristen Ferguson
[REDACTED]

From: [Shelley Dieter](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [atlantaga.gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Friday, December 6, 2019 12:05:06 PM

Dear ARC,

I am very fortunate to live within walking distance of the Beltline Southeast Trail and I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine far faster than the inadequate timeline currently in the works.

Atlanta can be a world class city but must have significant improvements to its' public transportation system to ensure that position. The current system is completely inadequate. So much effort is being made to have high density housing and business development along the Beltline which will ensure great ridership and be a great step to get people out of cars! Please be part of the solution and ensure we finally have access to world class public transportation!!

Warm Regards,
Shelley Dieter
City of Atlanta Homeowner & Tax Payer
Grant Park Neighborhood
[REDACTED]

From: [Caroline Hurst](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [atlantaga.gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Friday, December 13, 2019 10:24:38 AM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

Installing light rail along the BeltLine, as intended from the beginning of the project, would:

- help keep people in their homes and neighborhoods by reducing the need to own and maintain a car.
- deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity.

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thanks for your consideration,

Caroline
Atlanta resident

From: [Arthur Krasilovsky](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; [marta](#) [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Friday, December 6, 2019 12:02:28 PM

Dear ARC, I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works. Respectfully Art Krasilovsky Grant Park Atlanta

Thanks Art. Sent from my iPhone

From: [Ron Jackson](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [AtlantaGa.Gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Friday, December 6, 2019 11:11:24 AM

Dear ARC,

I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works.

Warm Regards,

Ron Jackson
Atlanta Resident

From: [Miller Walsh, Beth \(CMG-Atlanta\)](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [atlantaga.gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Friday, December 13, 2019 9:55:30 AM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

Installing light rail along the BeltLine, as intended from the beginning of the project, would:

- help keep people in their homes and neighborhoods by reducing the need to own and maintain a car.
- deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity.

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thanks for your consideration,

Atlanta resident

Beth Miller Walsh
1797 Charline Ave NE
Atlanta GA 30306
[REDACTED]

From: [Hulst, Brett P](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [AtlantaGa.Gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Friday, December 13, 2019 9:30:35 AM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

Installing light rail along the BeltLine, as intended from the beginning of the project, would:

- help keep people in their homes and neighborhoods by reducing the need to own and maintain a car.
- deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity.

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thanks for your consideration,

Brett Hulst
30309

From: [susan goode](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [atlantaga.gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Friday, December 6, 2019 10:59:26 AM

Dear ARC,

I support reliable transit linking dozens of Atlanta neighborhoods to existing MARTA lines by 2030, Atlanta's half-cent transit tax paying for projects that make Atlanta commuters the top priority, and I'd like to see the BeltLine as a project that connects all Atlantans to jobs, destinations and opportunity become a reality in my lifetime.

Warm Regards,

Atlanta Resident

From: [Betty Emrey](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; [marta](#) [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Friday, December 6, 2019 10:56:48 AM

Dear ARC, I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works. Warm Regards, Atlanta Resident

Betty Emrey
Ornewood Park

Sent from my iPhone

From: [Christopher Wharton](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [atlantaga.gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Friday, December 13, 2019 9:03:12 AM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

Installing light rail along the BeltLine, as intended from the beginning of the project, would:

- help keep people in their homes and neighborhoods by reducing the need to own and maintain a car.
- deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity.

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thanks for your consideration,

Christopher Wharton
Atlanta resident

Sent from my iPhone

From: [ADRIANA ADDLETON](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; [marta](#) [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Friday, December 6, 2019 10:48:23 AM

Dear ARC, I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works. Warm Regards, Atlanta Resident

From: [Alison Ambrecht](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [atlantaga.gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Friday, December 13, 2019 8:55:49 AM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

Installing light rail along the BeltLine, as intended from the beginning of the project, would:

- help keep people in their homes and neighborhoods by reducing the need to own and maintain a car.
- deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity.

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thanks for your consideration,

Alison Ambrecht
Atlanta resident

From: [Mark Cohen](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; [marta](#) [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Friday, December 13, 2019 8:55:17 AM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

Installing light rail along the BeltLine, as intended from the beginning of the project, would:

- help keep people in their homes and neighborhoods by reducing the need to own and maintain a car.
- deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity.

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thanks for your consideration,

Mark Cohen
Atlanta resident

From: [Jaimin Patel](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [atlantaga.gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Friday, December 6, 2019 10:23:29 AM

Dear ARC, I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works.

And please complete the trail on the SE side!

Best Regards,

Jaimin Patel

From: [Gail Quick](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [atlantaga.gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Friday, December 13, 2019 8:34:56 AM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

Installing light rail along the BeltLine, as intended from the beginning of the project, would:

- help keep people in their homes and neighborhoods by reducing the need to own and maintain a car.
- deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity.

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Why is this not a priority? Do you not see the benefits? Do you not think that the current traffic issue will be the demise of the growth of Atlanta? I expect some grand thinking from you. What you don't change you are choosing. Please choose differently.

Thanks for your consideration,

Gail Quick
Atlanta resident

Sent from my iPhone

From: [Linda Grant](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; marta [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Friday, December 6, 2019 10:11:37 AM

Dear ARC,

I want to see trains in service on the BeltLine within 3 years. It would be terribly shortsighted to wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works. Intown development and traffic is growing exponentially month-to-month.

Warm Regards,
Linda Grant
45-year Atlanta Resident

Sent from my iPhone

From: [Daniel Polom](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; [marta](#); [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Friday, December 13, 2019 8:13:28 AM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

Installing light rail along the BeltLine, as intended from the beginning of the project, would:

- help keep people in their homes and neighborhoods by reducing the need to own and maintain a car.
- deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity.

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thanks for your consideration,

Atlanta resident
Daniel Polom

Sent from my iPhone

From: [Christine Swafford](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; marta [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Friday, December 6, 2019 9:58:18 AM

Dear ARC, I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works. Warm Regards, Atlanta Resident

Thanks,
Christine Benedetti

From: [Phil Mutz](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; [marta](#); [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Friday, December 13, 2019 7:49:32 AM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

Installing light rail along the BeltLine, as intended from the beginning of the project, would:

- help keep people in their homes and neighborhoods by reducing the need to own and maintain a car.
- deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity.

The crux of it all was density. The City of Atlanta has clearly green-lit a breathtaking amount of new residential and retail along the beltline. However, nothing has been done to accommodate all the traffic this has created. Thousands of new residences now exist along the beltline east side. These neighborhoods are all connected by two lane roads. Where do all these cars go? My 2 mile, 10 min commute is now 30-45 minutes! We voters funding this thing. We voted for this thing. The city has gladly taken all those permit fees. Now build the rail NOW.

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thanks for your consideration,

Atlanta resident

From: [Michael Baer](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [AtlantaGa.Gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Friday, December 6, 2019 9:43:20 AM

Dear ARC,

I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works.

Warm Regards,

Michael Baer

Atlanta Resident

Sent from [Mail](#) for Windows 10

From: [Mark Williams](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [AtlantaGa.Gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Friday, December 6, 2019 9:29:39 AM

Dear ARC,

I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works.

Warm Regards,

Mark Williams

Midtown Resident

From: [Phreddie](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [atlantaga.gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Friday, December 13, 2019 7:42:55 AM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

I'm furious I have to take time to protest your lack of follow through. I thought this was a done deal years ago. I realize now Atlanta has been sold a bill of goods.

Without light rail along the Beltline, Atlanta will die. Our traffic is already insane. It's the first thing people think of Atlanta - gridlock.

The Beltline must work for everyone, not just developers. It must connect all the intown neighborhoods with transit. Please do the right thing, and install the light rail that was the heart of the original beltline plan.

Thank you.

Phred Huber

Frustrated Atlanta Native

From: [Kelly Temple](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; [marta](#) [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Friday, December 6, 2019 9:15:43 AM

Dear ARC, I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works. Warm Regards, Atlanta Resident, Kelly Temple

Sent from my iPhone

From: [Rebecca Cummings](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [atlantaga.gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Friday, December 13, 2019 5:42:12 AM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

Installing light rail along the BeltLine, as intended from the beginning of the project, would:

- help keep people in their homes and neighborhoods by reducing the need to own and maintain a car.
- deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity.

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thanks for your consideration,

Rebecca Cummings
Atlanta resident

From: [Natalie Rosbottom](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [atlantaga.gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Friday, December 6, 2019 9:11:10 AM

Dear ARC,

I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works.

Warm Regards,

Natalie Rosbottom
Atlanta Resident and Beltline Neighbor

From: [Gmail preyden](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [atlantaga.gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Friday, December 13, 2019 5:21:51 AM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

Installing light rail along the BeltLine, as intended from the beginning of the project, would:

- help keep people in their homes and neighborhoods by reducing the need to own and maintain a car.
- deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity.

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thanks for your consideration,

Atlanta resident

Sent from my iPhone

From: [Barbara Antonoplos](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [AtlantaGa.Gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Friday, December 6, 2019 9:10:06 AM

Dear ARC,

Based on promises made, and tax money collected, we want to see **TRANSIT ON THE ATLANTA BELTLINE PRIORITIZED IN YOUR PLANS**. Ryan Gravel's vision of the Beltline was primarily one to connect 45 neighborhoods of Atlanta **WITH TRANSIT**, thus making the city's variety of opportunities and rich diversity accessible to all. We support **THIS!** The BeltLine **TRANSIT** will enable people across the entire city to actually access all other parts of the city on public transportation, and thus not add to the ever-choking traffic problem that plagues the city. This is an issue for anyone who tries to travel through Atlanta, as well as across the city daily. The current timeline for BeltLine Rail is completely inadequate. The initial promise was that rail on the BeltLine would be **FINISHED** by 2030! Now we are being told that it will not be **STARTED** until 2040! This is such an enormous breach of the public trust as well as an utter breach of logic in terms of traffic movement through our city.

We live in an area near the BeltLine where lots of high density housing & multi-use development is being put on the BeltLine. We have lived here for 40 years. Without the transit, the traffic will choke us to death. It is already difficult to get out of our neighborhood at rush hour by car (necessary since public transportation is sorely lacking). BeltLine rail is **ESSENTIAL** to the functioning of neighborhoods like ours across the city. A trail without transit only adds to congestion and gentrification. **TRANSIT** makes possible the maintenance and healthy functioning of the rich variety of neighborhoods that still characterize our city (but which are fast disappearing because of failure to act on these matters!)

We believe that this project is a key part of the *wave of the future* and will be able to garner federal and other money for fast-tracked completion **WITH YOUR SUPPORT**. Please! Prioritize BeltLine transit—the **FULL LOOP**—in your plans and recommendations.

Thank you.

Sincerely,

Barbara Antonoplos and Chad Hale
369 Bass St., SE
Atlanta, GA 30315

From: [Peter van der Reyden](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [atlantaga.gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Friday, December 13, 2019 5:21:31 AM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

Installing light rail along the BeltLine, as intended from the beginning of the project, would:

- help keep people in their homes and neighborhoods by reducing the need to own and maintain a car.
- deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity.

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thanks for your consideration,

Atlanta resident

Sent from my iPhone

From: [Kerstin Thule](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; [marta](#) [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Friday, December 13, 2019 5:21:08 AM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

Installing light rail along the BeltLine, as intended from the beginning of the project, would:

- help keep people in their homes and neighborhoods by reducing the need to own and maintain a car.
- deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity.

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thanks for your consideration,

Atlanta resident

Kerstin Thule

From: [Jacob Bean](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; [marta](#); [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Friday, December 6, 2019 9:08:30 AM

Dear ARC, I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works.
Warm Regards, Atlanta Resident

Best,

Jacob Bean - REALTOR® & Leasing Specialist

[REDACTED]

www.abovethelineproperties.com

[REDACTED]

Above The Line Properties

Harry Norman Realtors | Intown office

BEWARE OF WIRE FRAUD!

WARNING: *Wire fraud, email hacking and phishing attacks are on the rise!* Email is neither secure nor confidential. If you receive an email from anyone concerning any transaction involving Harry Norman, REALTORS® requesting you to wire funds anywhere or asking you to provide nonpublic personal information (such as credit or debit card numbers, or bank account or bank routing numbers) by unsecured return email, **NEVER** respond to the message even if it appears to be sent by our company. Instead, immediately call your real estate agent and report the suspicious activity by clicking [Here](#) or calling 404-504-7333. **ALWAYS** confirm wire transfer instructions by phone to a known number before sending any funds.

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From: [Jacob Bean](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; [marta](#); [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Friday, December 6, 2019 9:08:26 AM

Dear ARC, I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works.
Warm Regards, Atlanta Resident

Best,

Jacob Bean - REALTOR® & Leasing Specialist

[REDACTED]

www.abovethelineproperties.com

[REDACTED]

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From: [Peter van der Reyden](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [atlantaga.gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Friday, December 13, 2019 5:21:06 AM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

Installing light rail along the BeltLine, as intended from the beginning of the project, would:

- help keep people in their homes and neighborhoods by reducing the need to own and maintain a car.
- deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity.

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thanks for your consideration,

Atlanta resident

Sent from my iPhone

From: [Paula](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [atlantaga.gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Friday, December 6, 2019 9:07:29 AM

Dear ARC,

When I first moved to Atlanta in the early 2000s, I didn't immediately identify with the city and its shiny glass buildings that lacked elements of art, history, culture, and community that define great places around the world that I've lived and worked.

But lately, in the midst of its growth, you can feel a sense of purpose forming as Atlanta is embracing the old with the new, and defining its character one project after another. From Westside Provisions to Ponce City Market to Pullman Yards and the Quarry Park, and especially with the momentum of the Atlanta Beltline - a transit loop from 100 years ago that's steadily repositioning itself for the next 100 years to come.

I believe wholeheartedly in the vision of the beltline, and chose with great intention to live alongside it's future path on the northwest side in Blandtown. Today I have no alternative but to hop in my car or call an uber or lift to get anywhere. The traffic in our neighborhood is already paralyzing and the development powers ahead without any significant infrastructure plans to improve or address the concerns.

The connectivity of 45 diverse communities in and around Atlanta would provide endless amounts of restaurants, shops, friends, activities, neighborhood festivals, and potential jobs, just a handful of theoretical light rail stops away, a magical thought compared to the congested streets we battle today. It would also connect all of these communities to the existing Marta lines and provide access in and out of the city, and to and from the airport.

We have an unprecedented opportunity to build and execute light rail beltline transit, and to change the way people across the city of Atlanta live, work, and play.... not just on a sunny day, but year round, when it's cold or storming, in the extreme heat, late at night, with young children or the elderly, and as a reliable and dependable means to get to and from a job that puts food on the table.

Atlanta is becoming a city that I can relate to, and a destination that businesses and families want to call home. For these reasons and so many more, I ask you to prioritize light rail connectivity along the entire corridor of the Atlanta beltline as an absolute necessity for the full benefits of this great project to be realized, and for our tax dollars to make the single greatest impact on quality of life for so many of its residents, for generations to come. I ask you to prioritize this project now, not five or ten or thirty years from now when the moment has passed and we all wish we did just a little bit more to transform this vision into a reality.

Regards,
Paula Dempsey

From: [Peter van der Reyden](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [atlantaga.gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Friday, December 13, 2019 5:20:52 AM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

Installing light rail along the BeltLine, as intended from the beginning of the project, would:

- help keep people in their homes and neighborhoods by reducing the need to own and maintain a car.
- deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity.

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thanks for your consideration,

Atlanta resident

Sent from my iPhone

From: [Gmail pvdreyden](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [atlantaga.gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Friday, December 13, 2019 5:17:53 AM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

Installing light rail along the BeltLine, as intended from the beginning of the project, would:

- help keep people in their homes and neighborhoods by reducing the need to own and maintain a car.
- deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity.

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thanks for your consideration,

Atlanta resident

Sent from my iPhone

From: [Peter Antonvich](#)
To: [Opinion](#)
Cc: [marta](#) [REDACTED] [itsmarta.com](#); [REDACTED] [AtlantaGa.Gov](#); [REDACTED] [atlantaga.gov](#)
Subject: Rail on the BeltLine by 2030!
Date: Friday, December 6, 2019 8:56:43 AM

Dear ARC,

I live about two blocks from the future beltline and wish for rail on it before I'm dead. I use Marta every day to get to work - that includes king station to north springs to 141/140 bus. We can't wait for better transit until 2040 or 2060 - we need to do it NOW! Everyday the traffic has gotten worse and worse here in grant park - and I've lived in my home since 92.

Thanks for your time.

Pete Antonvich
579 Cameron ST SE
Atlanta GA 30312

From: [Thomas Barker](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; [marta](#) [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Friday, December 13, 2019 12:16:09 AM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

Installing light rail along the BeltLine, as intended from the beginning of the project, would:

- help keep people in their homes and neighborhoods by reducing the need to own and maintain a car.
- deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity.

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thanks for your consideration,

Atlanta resident

Sent from my iPhone

From: [Colleen Goidel](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [atlantaga.gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Friday, December 6, 2019 8:51:33 AM

Dear ARC, I want to see trains in service on the BeltLine within 3 years. Doing so will reduce our carbon footprint and make inner-city commuting more accessible for all. Atlanta cannot wait until the 2040s for transit that connects the neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works.

Thank you.

Colleen Goidel, CD(DONA), CPD(CAPPA)
[REDACTED]
www.twodouglasandyou.com

Sent from my iThingy

From: [Michael R Rethinger](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [atlantaga.gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Thursday, December 12, 2019 11:24:26 PM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

Installing light rail along the BeltLine, as intended from the beginning of the project, would:

- help keep people in their homes and neighborhoods by reducing the need to own and maintain a car.
- deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity.

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thanks for your consideration,

Michael Rethinger

Atlanta resident

Sent from mrr

From: [edie \[REDACTED\] gmail.com](mailto:edie[REDACTED]@gmail.com)
To: [Opinion](#)
Cc: [\[REDACTED\]@atlantaga.gov](#); [\[REDACTED\]@atlantaga.gov](#); [marta \[REDACTED\]@itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Friday, December 6, 2019 8:49:55 AM

Dear ARC, I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works.

Let's truly make this town a cutting edge destination. As someone who lives in town and uses MARTA, it just makes sense!

Thank you
Edie Clifford

Sent from my iPhone

From: [Rick Bizot](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; marta [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Thursday, December 12, 2019 11:02:10 PM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

As an architect who worked with Ryan Gravel immediately after he graduated from Georgia Tech, I am intimately familiar with the history and transformative potential of the Atlanta BeltLine. Installing light rail transit along the BeltLine, as intended from the beginning of the project, would:

- help keep people in their homes and neighborhoods throughout the city by reducing the need to own and maintain a car.
- deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity.

Atlanta's half-cent transit tax should pay for this project that makes Atlanta residents and commuters the top priority. Regional projects should have regional funding.

Atlanta residents can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. Atlanta can and must do better. We should be working toward putting the first trains in service on the BeltLine by 2023, and running on the full route faster than the inadequate timeline currently in the works.

Thanks for your consideration, and the work you do for the benefit of current and future Atlantans,

Rick Bizot, AIA
Atlanta resident

Sent from my iPad

From: [Anne](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; [marta](#) [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Friday, December 6, 2019 8:43:22 AM

Dear ARC, I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works. Warm Regards, Atlanta Resident

Sent from my iPhone

From: [John Sitton](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; [marta](#) [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Thursday, December 12, 2019 10:22:59 PM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

Installing light rail along the BeltLine, as intended from the beginning of the project, would:

- help keep people in their homes and neighborhoods by reducing the need to own and maintain a car.
- deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity.

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thanks for your consideration,

John Sitton
Atlanta resident

Sent from my iPhone

From: [Maya Fayfman](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [atlantaga.gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Friday, December 6, 2019 8:32:31 AM

Dear ARC, I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. If we want to compete with other big cities and reduce growing congestion, we need this now! I want to see rail on the BeltLine faster than the inadequate timeline currently in the works. Warm Regards, Atlanta Resident

Thank you,
Maya

From: [Sara Williams](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [atlantaga.gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Thursday, December 12, 2019 10:17:32 PM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

Installing light rail along the BeltLine, as intended from the beginning of the project, would:

- help keep people in their homes and neighborhoods by reducing the need to own and maintain a car.
- deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity.

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thanks for your consideration,

Sara Corbett, Atlanta resident

Please excuse my brevity. This message was sent from my iPhone.

From: [wynn.white](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; [marta](#); [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Friday, December 6, 2019 8:31:36 AM

Dear ARC, I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works. Warm Regards, Atlanta Resident

From: [William Bunker](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; [marta](#) [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Friday, December 6, 2019 8:28:43 AM

Dear ARC, I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works. Warm Regards, Atlanta Resident

Best regards,

Bill Bunker

From: [Amanda Fanning](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [atlantaga.gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Thursday, December 12, 2019 7:29:34 PM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

Installing light rail along the BeltLine, as intended from the beginning of the project, would:

- Help keep people in their homes and neighborhoods by reducing the need to own and maintain a car
- Deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations, and opportunity

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thanks for your consideration,
Amanda Fanning
City of Atlanta resident
Westview neighborhood

Sent from my iPhone

From: [REDACTED] [gmail.com](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [atlantaga.gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Thursday, December 12, 2019 3:37:33 PM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

Installing light rail along the BeltLine, as intended from the beginning of the project, would:

- help keep people in their homes and neighborhoods by reducing the need to own and maintain a car.
- deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity.

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thanks for your consideration,

Amanda Geller
Atlanta resident
73 Selman St

Sent from my iPhone

From: [Jon Gordon](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; marta [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Friday, December 6, 2019 7:57:01 AM

Dear ARC, I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works. Warm Regards, Atlanta Resident
Jon Gordon

Sent from my iPhone

From: [Lucie PES](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; [marta](#); [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Thursday, December 12, 2019 3:23:12 PM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

Installing light rail along the BeltLine, as intended from the beginning of the project, would:

- help keep people in their homes and neighborhoods by reducing the need to own and maintain a car.
- deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity.

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thanks for your consideration,

Atlanta resident

Lucie Pes

From: [Keller, Anne](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [AtlantaGa.Gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Friday, December 6, 2019 7:51:24 AM

Dear ARC,

I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works.

Warm Regards,

Atlanta Resident

From: [Mason Reid](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [AtlantaGa.Gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Thursday, December 12, 2019 11:00:44 AM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

Installing light rail along the BeltLine, as intended from the beginning of the project, would:

- help keep people in their homes and neighborhoods by reducing the need to own and maintain a car.
- deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity.

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thanks for your consideration,

Mason Reid
Atlanta resident

Sent from my iPhone

From: [Rommel Chatman](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; marta [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Friday, December 6, 2019 7:44:59 AM

Dear ARC, I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works. Warm Regards, Atlanta Resident

Rommel Chatman

From: [The Pluvial](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [atlantaga.gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Thursday, December 12, 2019 10:56:06 AM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

Installing light rail along the BeltLine, as intended from the beginning of the project, would:

- help keep people in their homes and neighborhoods by reducing the need to own and maintain a car.
- deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity.

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thanks for your consideration,

Atlanta resident

Regards
Steve Williams
[REDACTED]

From: [Rob MacMahon](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; marta [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Friday, December 6, 2019 7:09:12 AM

Dear ARC,

I want to see trains in service on the BeltLine within 5 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works.

I also wanna point out the other cities that have implemented bus rapid transit and arterial rapid transit have not garnered even close to the ridership numbers projected and almost all have been derided by both residents and businesses alike in those cities. I strongly encourage you to reduce the number of projects and the dollars you would like to allocate towards those methods of transportation and spend them on light rail as soon as possible.

Warm Regards, Atlanta Resident and Property Owner

Rob MacMahon
[REDACTED]@gmail.com
[REDACTED]

From: [Julia Wayne](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [atlantaga.gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Thursday, December 5, 2019 5:52:23 PM

Dear ARC, I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works.

Warm Regards,
Julia Wayne

Sent from my iPhone

From: [Sally Dorn](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; [marta](#); [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Thursday, December 12, 2019 10:44:23 AM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

Installing light rail along the BeltLine, as intended from the beginning of the project, would:

- help keep people in their homes and neighborhoods by reducing the need to own and maintain a car.
- deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity.

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thanks for your consideration,

Sally Dorn
Atlanta resident

Sent from my iPhone

From: [Shawn Cannon](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [AtlantaGa.Gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Thursday, December 5, 2019 9:00:01 AM

Dear ARC,

I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works.

Warm Regards, Atlanta Resident

Sent from [Mail](#) for Windows 10

From: [Michael White](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [AtlantaGa.Gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Thursday, December 12, 2019 9:32:17 AM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

Installing light rail along the BeltLine, as intended from the beginning of the project, would:

- help keep people in their homes and neighborhoods by reducing the need to own and maintain a car.
- deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity.

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thanks for your consideration,

Atlanta resident

Mike

From: [Edward Herrera](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [AtlantaGa.Gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Thursday, December 12, 2019 9:20:29 AM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

Installing light rail along the BeltLine, as intended from the beginning of the project, would:

- help keep people in their homes and neighborhoods by reducing the need to own and maintain a car.
- deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity.

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thanks for your consideration,

Atlanta resident

From: [Laura](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; marta [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Wednesday, December 4, 2019 9:26:37 PM

Dear ARC, I want to see trains in service on the BeltLine within 3 years. (And at the Clifton Corridor) Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works. Warm Regards, Atlanta Resident

From: [REDACTED] [comcast.net](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [atlantaga.gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Wednesday, December 4, 2019 7:53:30 PM

Dear ARC, I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works. Warm Regards, Atlanta Resident

Sent from my iPhone

From: [Astrid Orozco](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [AtlantaGa.Gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Thursday, December 12, 2019 9:19:41 AM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

Installing light rail along the BeltLine, as intended from the beginning of the project, would:

- help keep people in their homes and neighborhoods by reducing the need to own and maintain a car.
- deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity.

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thanks for your consideration,

Atlanta resident

From: [Scott Ward](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [AtlantaGa.Gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Wednesday, December 4, 2019 7:19:16 PM

Dear ARC,

I want to see trains in service on the BeltLine within 3 years. This is extremely vital to the future of our city and our residents. World class cities have world class public transportation and it's time Atlanta take a serious leap forward. Rail on the Beltline cannot wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works.

Thank you for taking the time to read my message. To a bright future!

Warm Regards,

Scott Ward

From: [Daniel Fogel](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; [marta](#); [REDACTED]@tsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Thursday, December 12, 2019 9:05:40 AM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

I have been a resident of Atlanta always living within a half mile of the Beltline since 2008. Ever since the first section of the Eastside trail was paved I have been almost a weekly user of the path. I'm a proponent of the seeing the full vision of the Beltline through the finish, which is a full loop with light rail.

Installing light rail along the BeltLine, as intended from the beginning of the project, would:

- help keep people in their homes and neighborhoods by reducing the need to own and maintain a car.
- deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity.

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thanks for your consideration,

Daniel Fogel

From: [Shawn Cannon](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [AtlantaGa.Gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Wednesday, December 4, 2019 6:32:08 PM

Dear ARC,

I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works.

NO ADDITIONAL HOUSING DENSITY SHOULD BE BUILT ALONG THE BELTLINE UNTIL BELTLINE RAIL IS AVAILABLE

Warm Regards,

Shawn Cannon

Sent from [Mail](#) for Windows 10

From: [SEAN D BOND](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; marta [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Thursday, December 12, 2019 7:40:59 AM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

As a new resident of Southwest Atlanta, after 20 years in Cobb County I am hoping to be part of a diverse and vibrant city, much like Chicago, New York and DC where you can easily move around the city by rail. Get with the 20th century, and build rail in the 21st.

Installing light rail along the BeltLine, as intended from the beginning of the project, would:

- help keep people in their homes and neighborhoods by reducing the need to own and maintain a car.
- deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity.
- Increase property values and tax revenues for the city
- Help shape areas neglected by the city for several decades

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thanks for your consideration,

Sean Bond

Sent from my iPhone

From: [Jonathan Coe](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [atlantaga.gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Wednesday, December 4, 2019 2:17:25 PM

Dear ARC,

I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works.

Respectfully,

Jonathan Coe, Atlanta resident

Sent from my iPhone

From: [Susan Hrapcak](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [atlantaga.gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Thursday, December 12, 2019 7:07:59 AM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

Installing light rail along the BeltLine, as intended from the beginning of the project, would:

- help keep people in their homes and neighborhoods by reducing the need to own and maintain a car.
- deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity.

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thanks for your consideration,

Susan Hrapcak
Atlanta resident

Sent from my iPhone

From: [Ralph Engelberger](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [atlantaga.gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Tuesday, December 3, 2019 2:13:25 PM

Dear ARC, I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works.

Warm Regards,

Ralph
Atlanta Resident

Ralph Engelberger
CEO and President
PDSI
[REDACTED]
www.pdsi.us

From: [REDACTED] [gmail.com](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [atlantaga.gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Thursday, December 12, 2019 6:59:30 AM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

Installing light rail along the BeltLine, as intended from the beginning of the project, would:

- help keep people in their homes and neighborhoods by reducing the need to own and maintain a car.
- deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity.

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding.

I personally would be able to sell my car and use the beltline rail+streetcar to get to my job Downtown. This project is the reason that I voted yes for More MARTA. The proposed timeline has me doubting if that vote was the right choice. 30+ years to complete the project is insane and certainly not world-class.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thanks for your consideration,

Lindsey Barton
Atlanta resident

Sent from my iPhone

From: [David Huey](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [atlantaga.gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Monday, December 2, 2019 9:38:46 PM

Dear ARC,

I want to see trains in service on the BeltLine quickly!

Adding buses to Atlanta is not the answer for our transportation issues. No one wants to ride a bus or wait until the 2040s for transit that connects the neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works.

Best Regards,

David Huey

[REDACTED]

From: [KaeAnne Parris](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; marta [REDACTED]@tsmarta.com; [Matt Westmoreland <](#)
[\[REDACTED\]@atlantaga.gov](#)
Subject: Rail on the BeltLine by 2030!
Date: Thursday, December 12, 2019 1:52:33 AM

Dear Atlanta Regional Commission members, MARTA, Councilwoman Sheperd, and Mayor Keisha Lance Bottoms:

Installing light rail along the BeltLine, as intended from the beginning of the project, would:

- help keep people in their homes and neighborhoods by reducing the need to own and maintain a car.
- deliver reliable, equitable, safe, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity.

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thanks for your consideration,

Atlanta resident

Best,
KaeAnne Parris, MPH
Sent from my iPhone

From: [Dimitri Shreckengost](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; [marta](#) [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Monday, December 2, 2019 8:56:57 PM

Dear ARC, I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. We are Choking on traficar and all the new condo/apartment density on the Beltline and MARTA lines demands light rail. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works.

Warm Regards, Atlanta Resident
Dimitri Shreckengost

Sent from my iPhone.

From: [Brad DiFiore](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [AtlantaGa.Gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Thursday, December 12, 2019 12:39:42 AM
Attachments: [image001.png](#)

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

Installing light rail along the BeltLine, as intended from the beginning of the project, would:

- help keep people in their homes and neighborhoods by reducing the need to own and maintain a car.
- deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity.

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thanks for your consideration,

Atlanta resident



Brad DiFiore

Managing Director

Telephone: [REDACTED]

[REDACTED] [ailevonpacific.com](#)

From: [Troy Sanders](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; marta [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Monday, December 2, 2019 4:25:57 PM

Dear ARC,

I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works.

Warm Regards,

Atlanta Resident
Troy Sanders

From: [Kelley Wiedman](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; marta [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Wednesday, December 11, 2019 10:16:02 PM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

I'm writing as a resident of the Capitol View neighborhood in Southwest Atlanta. I'm a fairly new resident, but it's abundantly clear that the Beltline has had many negative, unintended consequences for long time residents and neighbors. Not only are less affluent, black families being priced out of their homes via rising property taxes, but the project that served as a beacon of equity and connection is the exact project that now threatens any upward mobility for those community members.

Light rail would serve to help equalize the rapid effects of gentrification and uplift the community members who need it most. In addition to the obvious economic development this would spur, it would serve those who *built* this community and are invested in maintaining the culture and inclusivity of Southwest Atlanta. The effects of reliable, accessible, equitable transportation would be life-changing for many neighbors and friends.

Installing light rail along the BeltLine, as intended from the beginning of the project, would:

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thanks for your consideration,

Kelley Wiedman Hein
Southwest Atlanta Resident

From: [Karen Ransone](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; [marta](#) [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Wednesday, December 11, 2019 10:09:01 PM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

Installing light rail along the BeltLine, as intended from the beginning of the project, would:

- help keep people in their homes and neighborhoods by reducing the need to own and maintain a car.
- deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity.

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thanks for your consideration,

Atlanta resident

Sent from my iPad

From: [Carolyn Cushing](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; marta [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Sunday, December 1, 2019 6:16:12 PM

Dear ARC, I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works. Warm Regards, Atlanta Resident

Sent from my iPhone

From: [Patty Durand](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [AtlantaGa.Gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Wednesday, December 11, 2019 8:11:15 PM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

I am writing to express my dismay that the 2020 draft Regional Transportation Plan contains a tiny initial operating segment (only 1.5 miles) of the Beltline rail that will be built before 2030. And the bulk of the “J” as depicted on the Beltline rail map is not scheduled for completion until after 2040. That is unacceptable – it’s the same as saying never because the money will be long gone.

I ask that you do the following:

1. **Accelerate the timeline** for the initial operating segment of the BeltLine rail project from 2028 to “by 2023.”; this initial segment is a combined project of the Streetcar East Extension and BeltLine Rail from Irwin Street to Ponce de Leon Ave.
2. Please fix the fatal flaws of the streetcar at the same time so that its ridership will grow.
3. Prioritize the rest of the BeltLine Rail projects so that they are built by the end of 2030. I would like to see trains operational on the BeltLine in 3 years and the rest of the J by 2030 (10 years).

When I voted in 2016 for the sales tax referendum, MARTA positioned Beltline Rail as the TOP transit project that would be funded if the tax passed. The tax passed with flying colors and since then citizens have worked diligently and with passion to push this transit project along. Yet, as of now we have nothing. The draft RTP continues that nothing sandwich with a rail project that isn’t even complete by 2050.

Please don’t squander public trust on this. There won’t be another chance to pass the next TSPOLST if our trust isn’t respected by prioritizing BeltLine rail in this plan as promised.

Thanks for your consideration,

Patty Durand
379 Sinclair Ave.
Atlanta GA 30307

From: [Laura Hernandez](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; marta [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Sunday, December 1, 2019 5:32:16 PM

Dear ARC, I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works. Warm Regards, Atlanta Resident

From: [Sara Maffey](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [atlantaga.gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Wednesday, December 11, 2019 6:29:47 PM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

Installing light rail along the BeltLine, as intended from the beginning of the project, would:

- help keep people in their homes and neighborhoods by reducing the need to own and maintain a car.
- deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity.

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thanks for your consideration,

Candler Park resident
Sara Maffey
[REDACTED]

Sent from my iPhone

From: [leon kolenky](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [atlantaga.gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Sunday, December 1, 2019 12:38:56 AM

Dear ARC, I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works. Warm Regards, Atlanta Resident

Sent from my iPhone

From: [Savannah Douthat](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [atlantaga.gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Wednesday, December 11, 2019 4:54:49 PM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

Installing light rail along the BeltLine, as intended from the beginning of the project, would:

- help keep people in their homes and neighborhoods by reducing the need to own and maintain a car.
- deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity.

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thanks for your consideration,

Atlanta resident

Best,

Savannah Douthat

From: [Ed Anderson](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [atlantaga.gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Saturday, November 30, 2019 5:47:16 PM

Dear ARC, I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works. Warm Regards, Atlanta Resident

Edward Anderson
594 Stokeswood Ave. SE
Atlanta, GA 30316

Sent from my iPhone

From: [Brittany Hilferty](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [atlantaga.gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Wednesday, December 11, 2019 4:31:52 PM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

Installing light rail along the BeltLine, as intended from the beginning of the project, would:

- help keep people in their homes and neighborhoods by reducing the need to own and maintain a car.
- deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity.

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thanks for your consideration,

Brittany Hilferty
Atlanta resident

Sent from my iPhone

From: [Lazarus Wright](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; marta [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Saturday, November 30, 2019 6:46:07 AM

Dear ARC, I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works. Warm Regards, Atlanta Resident

Thank You,
Lazarus Wright

Sent from my iPhone

From: [Paul Moody](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [AtlantaGa.Gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Wednesday, December 11, 2019 2:53:35 PM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

Installing light rail along the BeltLine, as intended from the beginning of the project, would:

- help keep people in their homes and neighborhoods by reducing the need to own and maintain a car.
- deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity.

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thanks for your consideration,

Paul Moody
Atlanta resident

From: [Meredith Tryon](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [atlantaga.gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Saturday, November 30, 2019 12:23:26 AM

Dear ARC, I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works. Warm Regards, Atlanta Resident

Meredith Tryon

Sent from my iPhone

From: [Nelson, Abbaigale](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [AtlantaGa.Gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Wednesday, December 11, 2019 1:27:43 PM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

Installing light rail along the BeltLine, as intended from the beginning of the project, would:

- help keep people in their homes and neighborhoods by reducing the need to own and maintain a car.
- deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity.

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thanks for your consideration,

Atlanta resident

This e-mail may contain information that is privileged, confidential or protected under state or federal law. If you are not an intended recipient of this email, please delete it, notify the sender immediately, and do not copy, use or disseminate any information in the e-mail. Any tax advice in this email may not be used to avoid any penalties imposed under U.S. tax laws. E-mail sent to or from this e-mail address may be monitored, reviewed and archived.

From: [Jeff Drasher](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; [marta](#) [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Friday, November 29, 2019 11:14:35 PM

Dear ARC,

I want to see trains in service on the BeltLine within 3 years. Atlanta cannot wait until the 2040s for reliable transit across the city. The city needs rail on the BeltLine faster than the inadequate timeline currently in the works. Many young families, including mine, will leave the city for less congested ones if we don't get this done!

Warm Regards,

Atlanta Resident
Jeff Drasher

From: [Elias](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; marta [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Wednesday, December 11, 2019 10:50:36 AM

WE NEED RAIL ON BELTLINE.

We voted for it in 2016. If you fall back on this promise we will be watching and will vote accordingly.

Thank you,

Elias

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

Installing light rail along the BeltLine, as intended from the beginning of the project, would:

- help keep people in their homes and neighborhoods by reducing the need to own and maintain a car.
- deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity.

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thanks for your consideration,

Atlanta resident

Sent from my iPhone

From: [John](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [AtlantaGa.Gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Friday, November 29, 2019 3:42:53 PM

Dear ARC, I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works. Warm Regards, Atlanta Resident

Sent from [Mail](#) for Windows 10

From: [D.S](#)
To: [Opinion](#)
Cc: [\[REDACTED\]@atlantaga.gov](#); [\[REDACTED\]@AtlantaGa.Gov](#); [marta](#); [\[REDACTED\]@itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Friday, November 29, 2019 1:53:28 PM

Dear ARC,

I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works.

Warm Regards,

Donald Shockey

95 Ormond Street SE

From: [Roger Cox](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [atlantaga.gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Wednesday, December 11, 2019 7:24:05 AM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

Installing light rail along the BeltLine, as intended from the beginning of the project, would:

- help keep people in their homes and neighborhoods by reducing the need to own and maintain a car.
- deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity.

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thanks for your consideration,

Atlanta resident

Sent from Roger's iPhone
[REDACTED]

From: [Rick Hudson](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [atlantaga.gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Friday, November 29, 2019 11:34:24 AM

Dear ARC, I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works.

Warm Regards,

Rick Hudson

Get [Outlook for Android](#)

From: [Gloria Woods](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [atlantaga.gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Wednesday, December 11, 2019 12:37:43 AM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

Installing light rail along the BeltLine, as intended from the beginning of the project, would:

- help keep people in their homes and neighborhoods by reducing the need to own and maintain a car.
- deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity.

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thanks for your consideration,

Atlanta resident

Sent from my iPhone

From: [Patrick Kelly](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [AtlantaGa.Gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Friday, November 29, 2019 10:23:31 AM

Dear ARC,

I want to see trains in service on the BeltLine within 3 years.

It is one reason why I decided to move downtown, so that I could live centrally and have access to all neighborhoods of the city without having to drive or even bike on these streets.

My parents live in east Atlanta, my sister in Bankhead. I am a mentor for a child in Pittsburgh, and I have friends throughout the city. Rail on the Beltline connecting to the existing streetcar would allow me the option to sell my car and get around using transit.

Atlanta cannot wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor.

At that point we may as well scrap the whole idea and use the money to invest in technology of the future, and get experimental.

That being said, I want to see rail on the BeltLine faster than the inadequate timeline currently in the works.

Warm Regards,

Downtown Atlanta Resident

Sent from my iPhone

From: [Brad Minton](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; [marta](#) [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Tuesday, December 10, 2019 11:25:23 PM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

Installing light rail along the BeltLine, as intended from the beginning of the project, would:

- help keep people in their homes and neighborhoods by reducing the need to own and maintain a car.
- deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity.

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thanks for your consideration,

Atlanta resident

From: [KRISTIE THOMPSON](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; [marta](#); [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Friday, November 29, 2019 10:01:07 AM

Please please move this project forward. It would be a great asset to our community!!

Dear ARC, I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works. Warm Regards,

Kristie Thompson

Homeowner in Grant Park.

Sent from my iPhone.

From: [Zach Dibble](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [atlantaga.gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Tuesday, December 10, 2019 9:15:22 PM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

Installing light rail along the BeltLine, as intended from the beginning of the project, would:

- help keep people in their homes and neighborhoods by reducing the need to own and maintain a car.
- deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity.

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thanks for your consideration,

Southwest Atlanta resident

From: [Aden Dragulescu](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; marta [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Thursday, November 28, 2019 7:46:34 PM

Dear ARC, I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works. Warm Regards, Atlanta Resident

From: [Cristy Lenz](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; [marta](#); [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Tuesday, December 10, 2019 7:35:52 PM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

Installing light rail along the BeltLine, as intended from the beginning of the project, would:

- improve parking in intown neighborhoods as people would need to drive less to get to local places.
- Less cars contesting our two-lanes roads. More street parking for the residents that need it, as many of us don't have driveways.
- help keep people in their homes and neighborhoods by reducing the need to own and maintain a car.
- deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity.

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thanks for your consideration,

Atlanta resident
Cristy Lenz
Inman Park

Sent from my iPhone

From: fernando.maldonado
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; marta [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Thursday, November 28, 2019 5:25:10 PM

Dear ARC, I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works.

Warm Regards,

Fernando L. Maldonado-Martinez

From: [Valerie Mark-Hodson](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [atlantaga.gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Tuesday, December 10, 2019 5:03:25 PM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

Installing light rail along the BeltLine, as intended from the beginning of the project, would:

- help keep people in their homes and neighborhoods by reducing the need to own and maintain a car.
- deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity.

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thanks for your consideration,

Valerie Mark

Atlanta resident

Sent from my iPhone

From: [Jeremy Cohen](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; marta [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Thursday, November 28, 2019 11:28:32 AM

Dear ARC,

I want to see trains in service on the BeltLine within 5 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works.

Warm Regards,

Jeremy Cohen

From: [Stenport, Anna W](#)
To: [Opinion](#)
Cc: [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Tuesday, December 10, 2019 3:33:17 PM

Dear Atlanta Regional Commission members and MARTA:

Installing light rail along the BeltLine, as intended from the beginning of the project, would:

- help keep people in their homes and neighborhoods by reducing the need to own and maintain a car.
- deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity.

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thanks for your consideration,

Anna Stenport
Atlanta property owner

From: [Thomas Keeler](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; [marta](#) [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Tuesday, December 10, 2019 2:08:24 PM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

Installing light rail along the BeltLine, as intended from the beginning of the project, would:

- help keep people in their homes and neighborhoods by reducing the need to own and maintain a car
- deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity
- fulfill the expectations I had when moving in proximity of the Beltline based on political promises to bring rail
- make it much easier for my neighbors and I to connect to Marta rail and travel across / around Atlanta

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thanks for your consideration,

Atlanta resident, 30306
Tom Keeler

From: [Kadi Waller](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; [marta](#) [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Thursday, November 28, 2019 9:38:52 AM

Dear ARC, I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works.

Atlanta is the best city in the south, and I just know we can make it even better with a public transportation system for all!! Let's cut down the smog from wasteful cars and focus on a system that works for all of us!

Warm Regards, life-long Atlanta Resident

From: [Jamieson Cox](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; marta [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Thursday, November 28, 2019 9:06:40 AM

Dear ARC, I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works. Warm Regards, Atlanta Resident

Sent from my iPhone

From: [Carter B. Nicholson](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [atlantaga.gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Tuesday, December 10, 2019 1:47:04 PM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

Installing light rail along the BeltLine, as intended from the beginning of the project, would:

- help keep people in their homes and neighborhoods by reducing the need to own and maintain a car.
- deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity.

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thanks for your consideration,

Atlanta resident

-Carter B. Nicholson
[REDACTED]@gmail.com
[REDACTED]

From: [Zane Coffin](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; marta [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Thursday, November 28, 2019 7:18:40 AM

Dear ARC, I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works. Warm Regards, Zane Coffin, Atlanta Resident.

From: [Farrah](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [atlantaga.gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Tuesday, December 10, 2019 1:22:07 PM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

Installing light rail along the BeltLine, as intended from the beginning of the project, would:

- help keep people in their homes and neighborhoods by reducing the need to own and maintain a car.
- deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity.

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thanks for your consideration,

Farrah Glasgow
Atlanta resident

From: [Caroline Philson](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; marta [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Thursday, November 28, 2019 3:23:35 AM

Dear ARC, please implement what we were promised from the beginning. No city grows better without appropriate infrastructure. I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works. Without transit, this is just a fancy sidewalk.

Sincerely,
Caroline Philson
898 Teton Ave (30312)

Sent from my iPhone

From: [Mletzko, Tanja](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [AtlantaGa.Gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Tuesday, December 10, 2019 9:56:52 AM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

Installing light rail along the BeltLine, as intended from the beginning of the project, would:

- reduce the cars on the street thus reducing commuter traffic
- help keep people in their homes and neighborhoods by reducing the need to own and maintain a car.
- deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity.

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thank you for your consideration,

Tanja Mletzko

This e-mail message (including any attachments) is for the sole use of the intended recipient(s) and may contain confidential and privileged information. If the reader of this message is not the intended recipient, you are hereby notified that any dissemination, distribution or copying of this message (including any attachments) is strictly prohibited.

If you have received this message in error, please contact the sender by reply e-mail message and destroy all copies of the original message (including attachments).

From: [Tim Miller](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [AtlantaGa.Gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Tuesday, December 10, 2019 8:15:09 AM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

Installing light rail along the BeltLine, as intended from the beginning of the project, would:

- help keep people in their homes and neighborhoods by reducing the need to own and maintain a car.
- deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity.

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thanks for your consideration,

Tim Miller
Atlanta resident

From: [Leah Chan](#)
To: [Opinion](#)
Cc: [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Wednesday, November 27, 2019 10:27:09 PM

Dear ARC,

I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works.

Warm Regards,

Leah Chan

Atlanta Native and Current Ormewood Park Resident

Sent from my iPhone

From: [Hilary Wall](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; marta [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Wednesday, November 27, 2019 10:22:02 PM

Dear ARC,

I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works. Our Atlanta population is growing exponentially and we can't keep expecting our existing roads to accommodate more and more cars. Transit alternatives are needed in the very near future. Thank you.

Warm Regards,
Hilary Wall
Atlanta Resident

Sent from my iPhone

From: [Karen Brown](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; [marta](#); [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Monday, December 9, 2019 10:42:25 PM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

Installing light rail along the BeltLine, as intended from the beginning of the project, would:

- help keep people in their homes and neighborhoods by reducing the need to own and maintain a car.
- deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity.

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thanks for your consideration,

Atlanta resident

Sent from my iPhone

From: [Gabrielle Jerdan](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [atlantaga.gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Wednesday, November 27, 2019 5:21:53 PM

Dear ARC, I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works.

Warm Regards, Atlanta Resident

Sent from my iPhone

From: [Chris Doyle](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [atlantaga.gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Monday, December 9, 2019 7:53:21 PM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

Installing light rail along the BeltLine, as intended from the beginning of the project, would:

- help keep people in their homes and neighborhoods by reducing the need to own and maintain a car.
- deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity.

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thanks for your consideration,

Atlanta resident

Sent from my iPad

From: [Adrienne Proeller](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [atlantaga.gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Wednesday, November 27, 2019 5:21:14 PM

Dear ARC,

I am looking for a city that has the foresight to plan for a city that is not car centric. I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works.

Warm Regards, Atlanta Resident

Adrienne Proeller

Sent from my iPhone. Please excuse typos.

From: [J Hunter Williams](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [atlantaga.gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Monday, December 9, 2019 6:50:05 PM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

Installing light rail along the BeltLine, as intended from the beginning of the project, would:

- help keep people in their homes and neighborhoods by reducing the need to own and maintain a car.
- deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity.

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thanks for your consideration,

Hunter Williams
300 Robin Hood Rd
Atlanta resident

Sent from my iPhone
[REDACTED]

From: [Phillips, Evan S](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [AtlantaGa.Gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Wednesday, November 27, 2019 2:37:19 PM

Dear ARC,

I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works.

Warm Regards,

Evan Phillips

From: BobGlascock.com
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [atlantaga.gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Monday, December 9, 2019 6:29:28 PM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

Installing light rail along the BeltLine, as intended from the beginning of the project, would:

- help keep people in their homes and neighborhoods by reducing the need to own and maintain a car.
- deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity.

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thanks for your consideration,

Atlanta resident

Best regards,
Bob Glascock

Coldwell Banker Residential Brokerage
[REDACTED]
[REDACTED] ColdwellBankerAtlanta.com

From: [Rich Hughes](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; [marta](#); [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Monday, December 9, 2019 6:14:52 PM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

Installing light rail along the BeltLine, as intended from the beginning of the project, would:

- help keep people in their homes and neighborhoods by reducing the need to own and maintain a car.
- deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity.

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thanks for your leadership and attention to this matter,

Richard Hughes

Sent from my iPhone

From: [Chris Murphy](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [AtlantaGa.Gov](#); [marta](#) [REDACTED] [itsmarta.com](#); [Carla Smith](#)
Subject: Rail on the BeltLine by 2030!
Date: Wednesday, November 27, 2019 2:37:00 PM

Dear ARC,

I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works.

There exists a rail corridor from Lindbergh to Emory: the CSX RR line, complete with a station. There is enough right-of-way width to run transit next to it. In addition, CSX has stopped using the Hulsey Yard, although it continues using mainline tracks through it. It would seem to me that the State DOT, along with the Governor and our Senators, could get CSX into talks to make use of these properties for the Beltline, and other development.

We are currently choking on apartment and condo growth in the City. While welcome, the obstacles of the Interstate Highways and the CSX line cut up our neighborhoods, and make travel incredibly slow when trying to get past those impediments.

The Beltline transit and forward-looking use of current RR properties offer us the best, most feasible way to improve the quality of life in this city. It would, at last, make Atlanta a true international-class city. The mobility that would be enjoyed by those of lower economic means would be an immediate improvement in their lives. The possibilities for transit-connected commercial and residential developments would be almost limitless.

It makes sense!

Warm Regards,

Atlanta Resident
Chris Murphy
1152 Delaware Ave.
Atlanta, GA 30316

From: [Ryan Anderson](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [AtlantaGa.Gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Wednesday, November 27, 2019 1:15:42 PM

Dear ARC,

I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works. The survival of the community so many have worked hard to connect depends on safe and quick transportation.

Warm Regards,

Atlanta Resident

[REDACTED]@gmail.com

"All the world's a stage, and men and women merely players." The Bard

From: [camric shultz](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [atlantaga.gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Monday, December 9, 2019 4:08:14 PM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

Installing light rail along the BeltLine, as intended from the beginning of the project, would:

- help keep people in their homes and neighborhoods by reducing the need to own and maintain a car.
- deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity.

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thanks for your consideration,

Atlanta resident

From: [Darcy Watts](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [atlantaga.gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Wednesday, November 27, 2019 12:31:58 PM

Dear ARC,

I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works. We need a solution to our transportation issues immediately.

Warm Regards, Atlanta Resident

Sent from my iPhone

From: [Doris betz](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; [marta](#); [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Monday, December 9, 2019 2:14:39 PM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

Installing light rail along the BeltLine, as intended from the beginning of the project, would:

- help keep people in their homes and neighborhoods by reducing the need to own and maintain a car.
- deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity.

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

This is Atlanta's chance to shine, to set an enviable standard and to live up to its inherent potential. There are no two ways about it: we need light rail on the BeltLine. Let Atlanta be the one other cities and municipalities look to as a leader in progressive planning and action that will positively impact our quality of life. Opportunity. Fairness. Connectivity. This is what the BeltLine is. And now is when it starts.

Thanks for your consideration,
Doris Betz

Atlanta resident

Sent from my iPhone

From: [Amy Wilson Faulkner](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaqa.gov](#); [REDACTED] [atlantaqa.gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Monday, December 9, 2019 1:16:21 PM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

Installing light rail along the BeltLine, as intended from the beginning of the project, would:

- help keep people in their homes and neighborhoods by reducing the need to own and maintain a car.
- deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity.

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thanks for your consideration,

Atlanta resident

Thank you,



Amy Faulkner

Managing Broker | Intown Coldwell Banker Residential Brokerage

[1370 N Highland Ave NE | Atlanta, Georgia 30306](#)

P: [REDACTED] | M: [REDACTED] |

E: [REDACTED] [coldwellbankeratlanta.com](#)

[ColdwellBankerHomes.com](#) | [CareersCB.com](#)

From: [Michael Latshaw](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; marta [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Wednesday, November 27, 2019 12:29:47 PM

Dear ARC, I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works. Warm Regards, Atlanta Resident

Sent from my iPhone

From: [Grace Quinn](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [AtlantaGa.Gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Wednesday, November 27, 2019 12:14:04 PM

Dear ARC,

We want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. We want to see rail on the BeltLine faster than the inadequate timeline currently in the works.

Warm Regards,

Bill and Grace Quinn

1620 Nottingham Way, Atlanta GA 30309

Sent from [Mail](#) for Windows 10

From: [Wesson, David J](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; [marta](#) [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Monday, December 9, 2019 12:58:35 PM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

Installing light rail along the BeltLine, as intended from the beginning of the project, would:

- help keep people in their homes and neighborhoods by reducing the need to own and maintain a car.
- deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity.

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thanks for your consideration,

David Wesson

From: [Read, Timothy D](#)
To: [Opinion; marta \[REDACTED\] itsmarta.com; \[REDACTED\] atlantaga.gov; \[REDACTED\] atlantaga.gov](#)
Cc: [\[REDACTED\] beltlineraillnow.org; Nadia Aziz](#)
Subject: Rail on the BeltLine by 2030!
Date: Wednesday, November 27, 2019 11:33:37 AM

Dear ARC,

I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works.

Investment in transit infrastructure is essential to attract highly qualified students and professionals to Atlanta. The BeltLine is a signature project that brings national attention to the city. Failure to seize the initiative today will send a message that Atlanta is not serious about planning for the post-car future that is inevitable given the growth of the city and the global climate crisis.

Warm Regards,

Timothy D. Read PhD
Professor, Emory University School of Medicine & Atlanta Resident

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If you have received this message in error, please contact the sender by reply e-mail message and destroy all copies of the original message (including attachments).

From: [Personal](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; marta@[REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Monday, December 9, 2019 10:26:14 AM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

Installing light rail along the BeltLine, as intended from the beginning of the project, would:

- help keep people in their homes and neighborhoods by reducing the need to own and maintain a car.
- deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity.

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding. The idea that any portion of the tax Atlanta residents imposed on ourselves would go to fund projects in areas that were not even part of Atlanta at the time is ludicrous, disrespectful of voters, and shows a shameful disregard for the will of the people.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. The density that has been built around the belt line corridor has exceeded the capacity of the surface streets that support these areas. The city of Atlanta needs to provide citizens a way to move around the city without cars; else we run the risk of having each exit in belt line communities look like the mess that is Bill Kennedy way backing into I-20 each day. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works. While I am only one voice, know that I will vote against any elected official that does not support more rapid expansion of belt line rail, and will actively encourage my friends and colleagues to do so as well.

A sincerely concerned Atlanta resident, tax payer, and voter,

Aaron McKinney

From: [Phillip Mutz](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [atlantaga.gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Wednesday, November 27, 2019 11:25:08 AM

Dear ARC, I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. Due to the amount of apartments, condos, and housing added along the beltline, we need transit now. Single lane roads that were never meant for this amount of density are now gridlocked. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works.

Warm Regards,

Phil Mutz
Native Atlanta Resident

From: [albert.little](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@AtlantaGa.Gov; [marta](#); [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Monday, December 9, 2019 1:25:34 AM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms: Installing light rail along the BeltLine, as intended from the beginning of the project, would: - help keep people in their homes and neighborhoods by reducing the need to own and maintain a car. - deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity. I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding. Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works. Thanks for your consideration, Atlanta resident
Sent from [Mail](#) for Windows 10

From: [Aron Xavier](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; [marta](#) [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Wednesday, November 27, 2019 11:14:06 AM

Dear ARC, I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works. Warm Regards, Atlanta Resident

Sent from my iPhone

From: [Scarlett Elder](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [atlantaga.gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Sunday, December 8, 2019 10:32:24 PM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

Installing light rail along the BeltLine, as intended from the beginning of the project, would:

- help keep people in their homes and neighborhoods by reducing the need to own and maintain a car.
- deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity.

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thanks for your consideration,

Atlanta resident

Sent from my iPhone

From: [Frizzell, Matthew A](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [AtlantaGa.Gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Wednesday, November 27, 2019 10:45:01 AM

Dear ARC, I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works.
Warm Regards, Atlanta Resident

Matthew A. Frizzell
Assessment Librarian
Georgia Tech Library
266 4th Street
Atlanta, GA 30332-0900
[REDACTED]
[REDACTED] library.gatech.edu

From: [Leni Thomassen](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [atlantaga.gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Saturday, December 7, 2019 9:27:11 PM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

Installing light rail along the BeltLine, as intended from the beginning of the project, would:

- help keep people in their homes and neighborhoods by reducing the need to own and maintain a car.
- deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity.

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thanks for your consideration,

Atlanta resident

From: [Lori & Rob Horne](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [atlantaga.gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Wednesday, November 27, 2019 10:27:08 AM

Dear ARC,

Many local residents want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. We want to see rail on the BeltLine faster than the inadequate timeline currently in the works.

Thanks,
rob horne
134a walker st., sw

.. may your life proceed by your own design...

From: [Leni Thomassen](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; [marta](#); [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Saturday, December 7, 2019 9:26:45 PM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

Installing light rail along the BeltLine, as intended from the beginning of the project, would:

- help keep people in their homes and neighborhoods by reducing the need to own and maintain a car.
- deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity.

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thanks for your consideration,

Leni Thomassen
Atlanta resident

From: [Melissa Reynolds](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; marta [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Wednesday, November 27, 2019 10:20:19 AM

Dear ARC, I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works. Warm Regards, Atlanta Resident

Melissa Reynolds
Resident in the O4W

Sent from my iPhone

From: [Andrew Pletcher](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; marta [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Saturday, December 7, 2019 7:22:01 PM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

The citizens of Atlanta voted for the half penny sales tax to put rail on the Beltline, not a new line to Emory! It's criminal to have a line to Emory even considered since it was annexed AFTER the sales tax was approved.

Installing light rail along the BeltLine, as intended from the beginning of the project, would:

- help keep people in their homes and neighborhoods by reducing the need to own and maintain a car.
- deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity.

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thanks for your consideration.

Andrew Pletcher
Atlanta resident

Sent from my iPhone

From: [Page Gardner](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [atlantaga.gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Saturday, December 7, 2019 5:55:08 PM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

Installing light rail along the BeltLine, as intended from the beginning of the project, would:

- help keep people in their homes and neighborhoods by reducing the need to own and maintain a car.
- deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity.

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thanks for your consideration,

Atlanta resident

Page Gardner

Sent from my iPad

From: [Thomas Maney](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; marta [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Wednesday, November 27, 2019 10:20:09 AM

Dear ARC, I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works. Warm Regards, Atlanta Resident
Thomas M.

From: [Anthony Segreto](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [AtlantaGa.Gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Saturday, December 7, 2019 2:18:47 PM

Dear Atlanta Regional Commission members, MARTA, and Mayor Keisha Lance Bottoms:

Atlanta doesn't have time to waste to build more transit. Population growth is only going to accelerate, and if current trends continue, inequality will as well. In order to fulfill its true potential as a world-class city and truly harness the power of growth for all citizens, BeltLine rail needs to happen. And not in 25 years.

Installing light rail along the BeltLine, as intended from the beginning of the project, would:

- help keep people in their homes and neighborhoods by reducing the need to own and maintain a car.
- deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity.

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thanks for your consideration,

Anthony Segreto

From: [Kate Hinshaw](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [AtlantaGa.Gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Wednesday, November 27, 2019 10:17:22 AM

Dear ARC,

I remember when the belt line started. I was in high school at Grady and couldn't believe I had to wait the then proposed 15 years for a train along our the beltline. The current proposal has this thing being finished in 2045? Have y'all sat in traffic lately?

I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait. Do better! Don't be like the Falcons and choke y'all.

With Love,

Atlanta Resident

From: [Daniel Czeczil](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [atlantaga.gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Saturday, December 7, 2019 2:12:35 PM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

Installing light rail along the BeltLine, as intended from the beginning of the project, would:

- help keep people in their homes and neighborhoods by reducing the need to own and maintain a car.
- deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity.

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thanks for your consideration,

Atlanta resident

Daniel Czeczil
[REDACTED]

From: [Aubs H](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; [marta](#); [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Wednesday, November 27, 2019 10:01:38 AM

Dear ARC, I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works.

This city has so much to offer - by having trains on the BeltLine as soon as possible it would connect the city and make it incredibly easy for residents and visitors to navigate. Additionally, as we face the climate crisis we can no longer wait. Be the ones that did something now instead of saying I wish we did that, 10, 20 or 30 years later. We have to drastically reduce our dependency on cars now, todays children and those of the future depend on you to make the right decision- to bring rail to the BeltLine.

Warm Regards,
Aubrey Sabba
Atlanta Resident

From: [Drew Barrett](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [atlantaga.gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Wednesday, November 27, 2019 9:52:45 AM

Dear ARC,

I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works.

Warm Regards,

Atlanta Resident

Drew Walker Barrett

[REDACTED] [REDACTED]@gmail.com

From: [Daniel Czeczil](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [atlantaga.gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Saturday, December 7, 2019 2:12:26 PM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

Installing light rail along the BeltLine, as intended from the beginning of the project, would:

- help keep people in their homes and neighborhoods by reducing the need to own and maintain a car.
- deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity.

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thanks for your consideration,

Atlanta resident

Daniel Czeczil

From: [REDACTED]@gmail.com
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; marta [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Wednesday, November 27, 2019 9:46:11 AM

Dear ARC, I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works. Warm Regards, Atlanta Resident

Sent from my iPhone

From: [Sameer Joshi](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [AtlantaGa.Gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Saturday, December 7, 2019 1:48:16 PM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

Installing light rail along the BeltLine, as intended from the beginning of the project, would:

- help keep people in their homes and neighborhoods by reducing the need to own and maintain a car.
- deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity.

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thanks for your consideration,

Atlanta resident

From: [Oceana Lamberto-Egan](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [AtlantaGa.Gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Saturday, December 7, 2019 12:34:44 PM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

Installing light rail along the BeltLine, as intended from the beginning of the project, would:

- help keep people in their homes and neighborhoods by reducing the need to own and maintain a car.
- deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity.

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thanks for your consideration,

Atlanta resident

From: [Jessica Estep](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [atlantaga.gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Wednesday, November 27, 2019 9:33:58 AM

Dear ARC,

I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works.

Warm Regards,
Jessica Estep
Atlanta Resident
1083 Glenwood Ave SE

Sent from my iPhone

From: [claudia hicks](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [atlantaga.gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Wednesday, November 27, 2019 8:21:54 AM

Dear ARC,

I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works.

I have attended community meetings for 10 years on Beltline development & the transit needs to be fast tracked. It is completely unacceptable for this be delayed any longer.

Warm Regards,
Claudia Hicks
1695 Rogers Ave.SW
Atlanta, Ga 30310

Sent from my iPhone

From: [Peter van der Reyden](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; marta [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Wednesday, November 27, 2019 8:21:34 AM

Dear ARC, I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works. Warm Regards, Atlanta Resident

Sent from my iPhone

From: [JA](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [atlantaga.gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Wednesday, November 27, 2019 8:15:03 AM

Dear ARC, I want to see trains in service on the BeltLine within 3 years.

Atlanta needs a modern transportation infrastructure like Washington and other cities to grow.

Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor.

I want to see rail on the BeltLine faster than the inadequate timeline currently in the works.
- Atlanta Resident

From: [Tia Lowe](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [atlantaga.gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Wednesday, November 27, 2019 8:13:57 AM

Dear ARC,

I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works.

Warm Regards,
Tia Lowe

Sent from my iPhone

From: [Garrett Clum](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; marta@[REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Wednesday, November 27, 2019 7:57:00 AM

Dear ARC,

My name is Garrett Clum and I am the resident and owner at 685 Argonne Ave NE #9, Atlanta, GA 30308.

When I voted for the extra MARTA tax I was voting for BeltLine rail, and it wasn't for rail in over two generations from now. **Atlanta can not wait until the 2040s** for transit that connects our 45 neighborhoods and reduces our crippling traffic problem. Traffic in our city and the rate of current development with the lack of public transportation out of vehicle right of way should be considered a **state of emergency**.

I want to see trains in service on the BeltLine within 3 years. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works.

Do the right thing,
Garrett Clum

From: [Burton Peebles](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [atlantaga.gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Wednesday, November 27, 2019 7:55:33 AM

Dear ARC, I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works. Warm Regards, Atlanta Resident

Sent from my iPhone

From: [Jason Blake](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; marta [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Wednesday, November 27, 2019 7:49:11 AM

I want light rail now! That's why we voted for the tax increase. Don't hijack the tax increase for other purposes.

Dear ARC, I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works. Warm Regards, Atlanta Resident

From: [Lauren McGoldrick](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [atlantaga.gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Wednesday, November 27, 2019 7:44:32 AM

Dear ARC, I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works. Warm Regards, Atlanta Resident

Lauren McGoldrick
Sent from my iPhone

From: [Larry Bing](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; [marta](#) [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Wednesday, November 27, 2019 7:38:56 AM

Dear ARC, I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works. Warm Regards, Atlanta Resident

Sent from my iPhone

From: [Emmitt Begley](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [atlantaga.gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Wednesday, November 27, 2019 7:18:45 AM

Dear ARC, I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works. Warm Regards, Atlanta Resident

Sent from my iPhone

From: [Michael Reynolds](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; marta [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Wednesday, November 27, 2019 7:16:04 AM

Dear ARC,

With the current timeline, I will be dead before the beltline is completed.

I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works.

Sincerely,

Mike Reynolds
30306

Sent from my iPhone

From: [Page Bondurant](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; marta [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Wednesday, November 27, 2019 6:52:41 AM

Dear ARC, I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works. Warm Regards, Atlanta Resident

From: [Sasha Brown](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [atlantaga.gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Wednesday, November 27, 2019 4:54:01 AM

Dear ARC, I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works.

Regards, Saha Brown

From: [Dale Dockter](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [atlantaga.gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Wednesday, November 27, 2019 4:11:18 AM

Dear ARC, I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works. Warm Regards, Atlanta Resident

Dale R. Dockter

From: [Sara Blake Smith](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; marta [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Wednesday, November 27, 2019 2:50:37 AM

Dear ARC, I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works. Warm Regards, Atlanta Resident SB Smith

Sent from my iPhone

From: [Gail Quick](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; marta [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Wednesday, November 27, 2019 12:10:34 AM

Dear ARC,

I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works. Please take a look at this proposal and change it-the city needs this.

Warm Regards,
Gail Quick
Atlanta Resident

From: [Allie Garland](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; marta [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Tuesday, November 26, 2019 11:30:26 PM

Dear ARC,

I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works.

Warm Regards, Allie Garland

From: [Helen Kynes](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; [marta](#) [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Tuesday, November 26, 2019 11:03:58 PM

Dear ARC, I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works. Warm Regards, Atlanta Resident

Sent from my iPhone

From: [Helen Kynes](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; [marta](#) [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Tuesday, November 26, 2019 11:03:50 PM

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Sent from my iPhone

From: [Helen Kynes](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; marta [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Tuesday, November 26, 2019 11:03:45 PM

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Sent from my iPhone

From: [Christen Pemberton](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; marta [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Tuesday, November 26, 2019 11:01:43 PM

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Sent from my iPhone

From: [Chris Moore](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; marta [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Tuesday, November 26, 2019 10:39:51 PM

Dear ARC, I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works. Warm Regards, Atlanta Resident

Chris Moore
Sent from my iPhone

From: [Chris Moore](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; [marta](#) [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Tuesday, November 26, 2019 10:39:25 PM

Dear ARC, I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works. Warm Regards, Atlanta Resident

Sent from my iPhone

From: [Stephanie Alderman](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; marta [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Tuesday, November 26, 2019 10:33:15 PM

Dear ARC, I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works. Warm Regards, Atlanta Resident

Regards,

Stephanie

From: [corey mcgee](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [atlantaga.gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Tuesday, November 26, 2019 10:31:25 PM

Dear ARC, I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works. Warm Regards, Atlanta Resident

Sent from my iPad

From: [Stephanie Alderman](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; marta [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Tuesday, November 26, 2019 10:30:46 PM

Dear ARC, I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works. Warm Regards, Atlanta Resident

Regards,

Stephanie

From: [Stephanie Alderman](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; marta [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Tuesday, November 26, 2019 10:28:24 PM

Dear ARC, I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works. Warm Regards, Atlanta Resident

Regards,

Stephanie

From: [Robert Allen](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [atlantaga.gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Tuesday, November 26, 2019 10:12:22 PM

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Warm Regards,
Robert Allen
1659 Monroe Drive NE, Atlanta

From: [Lane Barr](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; marta [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Tuesday, November 26, 2019 10:03:09 PM

Dear ARC, I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works.

Warm Regards,
Atlanta Resident

Lane Barr, Realtor
Atlanta Native

PalmerHouse Properties
2911 Piedmont Rd., Suite B
Atlanta, GA 30305

[REDACTED]
L1, English - L2, Spanish

[Sent from my iPhone]

From: [Mariann Healy](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; [marta](#) [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Tuesday, November 26, 2019 8:43:18 PM

Dear ARC, I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works. Warm Regards, Atlanta Resident

Sent from my iPhone

From: [Sarah Magowan](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [atlantaga.gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Tuesday, November 26, 2019 8:40:36 PM

Dear ARC, I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works. Warm Regards, Atlanta Resident

With Gratitude,
Sarah Magowan
Preferred pronouns: She/Her
[REDACTED]@gmail.com
[REDACTED]

From: [William Teasley](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; marta [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Tuesday, November 26, 2019 8:22:36 PM

Dear ARC:

I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. Especially some of Atlanta's most economically distressed communities along its corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works.

Warm Regards, Atlanta Resident

William Teasley

From: [Meghan Faulkner](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [atlantaga.gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Tuesday, November 26, 2019 8:21:40 PM

Dear ARC,

I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works.

Please help communities gain access to jobs, events, and their friends and families around Atlanta by acting now.

Warm Regards,
Atlanta Resident- Meghan Faulkner

From: [Wolf](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [AtlantaGa.Gov](#); [marta](#) [REDACTED] [itsmarta.com](#); [REDACTED] [beltlinerailnow.org](#)
Subject: Rail on the BeltLine by 2030!
Date: Tuesday, November 26, 2019 8:08:42 PM

Dear ARC,

I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works.

Regards,
Robert "Wolf" Woehrer
Cell: [REDACTED]

From: [Gary McElroy](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; marta [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Tuesday, November 26, 2019 7:52:35 PM

Dear ARC,

I moved from NYC into an Atlanta BeltLine neighborhood five years ago. The promise of rail on the BeltLine was one of the chief reasons I made the move.

I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s (I'll be dead!) for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works.

Warm Regards,

Gary McElroy

Sent from my iPhone

From: [Tori Tomlin](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; marta [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Tuesday, November 26, 2019 7:45:20 PM

Dear ARC, I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works. Warm Regards, Atlanta Resident

Sent from my iPhone

From: [Nancy Reynolds](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [atlantaga.gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Tuesday, November 26, 2019 7:35:59 PM

Dear ARC,

I want to see trains in service on the BeltLine within 3 years.

I live near the Eastside trail. The new high rises along the Beltline are adding to already unbearable congestion. We must have a rail alternative soon.

Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works.

Warm Regards,
Nancy Reynolds
Atlanta Resident

Sent from my iPhone

From: [Brown, Kerry](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; [marta](#); [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Tuesday, November 26, 2019 7:29:09 PM

Dear ARC, I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works. Warm Regards, Atlanta Resident

From: [Tori Madison](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; marta [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Tuesday, November 26, 2019 7:11:01 PM

Dear ARC, I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works.

Warm Regards, Atlanta Resident

Sent from my iPhone

From: [Michael Meyer](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; [marta](#); [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Tuesday, November 26, 2019 6:54:21 PM

Dear ARC,

I would like to see trains in service on the BeltLine within 3 years. What value are you providing for today's residents? Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works.

Warm Regards,

Mike Meyer
Capitol View

Sent from my iPhone

From: [McKenna Smith](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [atlantaga.gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Tuesday, November 26, 2019 6:48:04 PM

Dear ARC,

I want to see trains in service on the BeltLine within 3 years. Atlanta cannot wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works.

Warm Regards,

McKenna

From: [Jim Stoddart](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [atlantaga.gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Tuesday, November 26, 2019 6:45:12 PM

Dear ARC,

I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works.

Functional light rail is an essential component of Atlanta's growing, sustainable future. If you fail to take meaningful action now, we'll see our city fall by the wayside as other competing metro areas adopt the right progressive agenda and demonstrate the willpower to act.

Show real leadership and make this happen!

Warm Regards,

James Stoddart
Atlanta Resident

Sent from my iPhone

From: [Jessica Melgarejo](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; marta [REDACTED]@itsmarta.com; [Jessica Melgarejo](#)
Subject: Rail on the BeltLine by 2030!
Date: Tuesday, November 26, 2019 6:21:25 PM

Dear ARC, I want to see trains in service on the BeltLine within 3 years. Atlanta cannot wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works.

Warm Regards, Atlanta Resident

Sent from my iPhone

From: [Ron Bowers](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [AtlantaGa.Gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Tuesday, November 26, 2019 5:40:33 PM

Dear ARC,

We voted for the rail. We paid for the rail. You owe us the rail now. If you fail, I will be in favor of supporting a criminal investigation

I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works.

Warm Regards,

Atlanta Resident

Sent from [Mail](#) for Windows 10

From: [Dave Schubert](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [atlantaga.gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Tuesday, November 26, 2019 5:32:13 PM

Dear ARC,

I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works.

Regards,
Dave Schubert
SW Atlanta

From: [Alston](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [AtlantaGa.Gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Tuesday, November 26, 2019 5:27:56 PM

Dear ARC,

I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works.

Warm Regards,

Atlanta Resident

Sent from [Mail](#) for Windows 10

From: [Kimberly Currier](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [atlantaga.gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Tuesday, November 26, 2019 5:22:21 PM

Dear ARC, I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works. Warm Regards, Atlanta Resident

Kimberly Currier
Grant Park
30312

From: [Dago Blanco](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; marta [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Tuesday, November 26, 2019 5:15:32 PM

Dear ARC, I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works. Warm Regards, Atlanta Resident

Sent from my iPhone

From: [John Queen](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; marta [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Tuesday, November 26, 2019 4:48:04 PM

Dear ARC, I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works. Warm Regards, Atlanta Resident

Sent from my iPhone

From: [Liz Young](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [atlantaga.gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Tuesday, November 26, 2019 4:44:45 PM

Dear ARC,

I want to see trains in service on the BeltLine within 3 years. Ridership of MARTA has increased exponentially since I moved here 5 years ago and being a rider of both bus and trains, this is crucial for our city's infrastructure, not to mention, younger professionals like having transportation options. In order to attract more professionals to Atlanta, we MUST provide the people that move here for business, the things that they have access to in the cities they came from. I would not have moved to Atlanta had I known I would have to purchase a car to get around the city.

Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works. Too many times in the past, Atlanta has gotten in its own way, during the City planning process. Do not let this be another time we've made the wrong decision. WE NEED THE ATLANTA BELTLINE TRAIN TO HAPPEN WITHIN 3 YEARS.

Warm Regards,
Elizabeth Beulah Young
Registered Voter
Fulton County
District 3

Sent from Liz's iPhone

From: [Lisa Fey](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [atlantaga.gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Tuesday, November 26, 2019 4:44:18 PM

Dear ARC, I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works. Warm Regards, Atlanta Resident

Lisa Fey
[REDACTED]@yahoo.com
Sent from my iPhone

From: [Ryan Lehman](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; [marta](#); [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Tuesday, November 26, 2019 4:25:54 PM

Dear ARC, I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works. Warm Regards, Atlanta Resident

Ryan

From: [Beth McMillan](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [atlantaga.gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Tuesday, November 26, 2019 4:18:43 PM

Dear ARC, I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works. Warm Regards, Atlanta Resident

Sent from my iPhone

From: [Farrah](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [atlantaga.gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Tuesday, November 26, 2019 4:16:46 PM

Dear ARC,

I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works.

We also need more protected bike lanes all over the city and the speed limits to be lowered and enforced.

Warm Regards,

Farrah Glasgow
Atlanta Resident

From: [Dimitri Shreckengost](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; marta [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Tuesday, November 26, 2019 4:14:05 PM

Dear ARC, I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works. Warm Regards, Atlanta Resident
D. Shreckengost Here since 1982

Sent from my iPhone.

From: [Brian Keele](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [atlantaga.gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Tuesday, November 26, 2019 4:01:09 PM

Dear ARC,

I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works.

We voted for this. YOU OWE IT TO US TO DELIVER.

Regards,

Brian Keele, Atlanta Resident

Sent from Brian's iPhone (and likely dictated)

From: [Leah Lesesne](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [atlantaga.gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Tuesday, November 26, 2019 3:50:14 PM

Dear ARC, I want to see trains in service on the BeltLine within 3 years. We've already waited decades to see any real expansion of MARTA or other rail in the city. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. The last mile connectivity Beltline rail would provide is crucial to our city's growth and health. There are no excuses to push this project back as the current proposed time line would do.

Please make this right!
Atlanta Resident
Leah Lesesne

Sent from my iPhone

From: [Jesse King](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [atlantaga.gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Tuesday, November 26, 2019 3:39:26 PM

Dear ARC,

I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works.

Let's see the beltlane rail change the city for the better!

Warm Regards,
Atlanta Resident
Jesse King

From: [Frances](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [atlantaga.gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Tuesday, November 26, 2019 3:18:15 PM

Dear ARC, I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works. This is an essential piece of our transportation puzzle and should not be delayed any further.

This needs to be reconsidered and moved up the project list.

Thank you

Atlanta Resident:

Frances Root
1327 Peachtree Street NE
Atlanta GA. 30309

From: [Daniel Caplin](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; marta [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Tuesday, November 26, 2019 2:47:36 PM

Dear ARC, I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works. Warm Regards, Atlanta Resident

Daniel Caplin
Sent from my iPhone

From: [Ryan Keliher](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [atlantaga.gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Tuesday, November 26, 2019 2:45:27 PM

Dear ARC, I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works. Warm Regards, Atlanta Resident

Sent from my iPhone

From: [Alex Villatoro](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; marta [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Tuesday, November 26, 2019 2:38:09 PM

Dear ARC, I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works. Warm Regards, Atlanta Resident

Sent from my iPad

From: [Anshul Dhankher](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [atlantaga.gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Tuesday, November 26, 2019 2:28:52 PM

Dear ARC,

I want to lend my voice in supporting trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works - waiting until 2030 just for two miles will simply make the project a laughingstock and lose support. There is a desire for connectivity and progress right now. With a focused effort towards this, Atlanta can be transformed to best accommodate the growth ahead of it. Thank you for your hard work and listening to our concerns.

Warm Regards,

Atlanta Resident

From: [Hutchins, John P.](#)
To: [Opinion](#)
Cc: [\[REDACTED\]@keishalancebottoms.com](#); [\[REDACTED\]@itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Tuesday, November 26, 2019 12:15:32 PM

Dear ARC,

I want to see rail on the BeltLine faster than the inadequate timeline currently in the works. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see trains in service on the BeltLine within 3 years.

Warm Regards,

John Hutchins

2115 Howell Mill Road NW

Atlanta, GA 30318

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From: [Mac Jones](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; [marta](#); [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Saturday, December 7, 2019 10:49:34 AM

Dear ARC, I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works. Warm Regards, Atlanta Resident

I bought my property on the Beltline now mor than 15 years ago and never thought it would take more than 5 Years to complete the rail system. Let's get this moving and install and complete the rail system in the next 3 Years. All other major cities seem to be able to do it!

Shelby Jones
808 Highland Green Way
Atlanta Ga 30306
Sent from my iPhone

From: [Brett Moran](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; [marta](#) [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Sunday, December 15, 2019 11:34:53 PM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

Installing light rail along the BeltLine, as intended from the beginning of the project, would:

- help keep people in their homes and neighborhoods by reducing the need to own and maintain a car.
- deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity.

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thanks for your consideration,

Atlanta resident

Thank you,
Brett Moran

From: [Andy Zirger](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [atlantaga.gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030! Please!!
Date: Tuesday, November 26, 2019 3:48:15 PM

Dear ARC,

I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works.

Warm Regards, Atlanta Resident

Sent from my iPhone

From: [Brian Corry](#)
To: [Opinion](#)
Cc: [\[REDACTED\]@atlantaga.gov](#); [\[REDACTED\]@atlantaga.gov](#); [marta](#); [\[REDACTED\]@itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Friday, December 6, 2019 10:55:13 AM

Dear ARC,

I am a daily user of MARTA. I love the service and was very excited to learn of the plans to build light rail along the beltline corridor. This would improve my ability to utilize public transport beyond commuting for work and I would be able to use it for errands and entertainment as well.

I live in a neighborhood that would *greatly* benefit from additional transit options (Capitol View, 30310). We have many residents who rely on public transportation. However, they may not know that the tax they voted to increase in order to bring transit to their neighborhood is not being prioritized along the beltline corridor.

On behalf of many of my neighbors I'm asking that you ensure that there is train service on the beltline within three years. It would vastly improve the quality of life of all of us.

Many Thanks!

Brian Corry

From: [Theresa Teague](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [AtlantaGa.Gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the Beltline by 2030!
Date: Monday, December 9, 2019 7:28:40 PM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

Installing light rail along the Beltline, as intended from the beginning of the project, would:

- help keep people in their homes and neighborhoods by reducing the need to own and maintain a car.
- deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity.

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the Beltline corridor. I would like to see the first trains in service on the Beltline within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thanks for your consideration,

Theresa L. Teague

Atlanta resident

From: [Marcie Helms](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; marta [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Saturday, December 14, 2019 2:50:54 PM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

Installing light rail along the BeltLine, as intended from the beginning of the project, would:

- help keep people in their homes and neighborhoods by reducing the need to own and maintain a car.
- deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity.

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thanks for your consideration,

Atlanta resident

From: [Febres-Cordero, Sarah](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [AtlantaGa.Gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Saturday, December 7, 2019 8:51:01 AM

Dear ARC, I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works.
Warm Regards, Atlanta Resident

Sent via the Samsung Galaxy, an AT&T 4G LTE smartphone

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If you have received this message in error, please contact the sender by reply e-mail message and destroy all copies of the original message (including attachments).

From: [Brian Corry](#)
To: [Opinion](#)
Cc: [\[REDACTED\]@atlantaga.gov](#); [\[REDACTED\]@atlantaga.gov](#); [marta](#); [\[REDACTED\]@itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Friday, December 6, 2019 10:55:13 AM

Dear ARC,

I am a daily user of MARTA. I love the service and was very excited to learn of the plans to build light rail along the beltline corridor. This would improve my ability to utilize public transport beyond commuting for work and I would be able to use it for errands and entertainment as well.

I live in a neighborhood that would *greatly* benefit from additional transit options (Capitol View, 30310). We have many residents who rely on public transportation. However, they may not know that the tax they voted to increase in order to bring transit to their neighborhood is not being prioritized along the beltline corridor.

On behalf of many of my neighbors I'm asking that you ensure that there is train service on the beltline within three years. It would vastly improve the quality of life of all of us.

Many Thanks!

Brian Corry

From: [Scott Nickels](#)
To: [Opinion: \[REDACTED\] atlantaga.gov](#); [marta \[REDACTED\] itsmarta.com](#); [\[REDACTED\] AtlantaGa.Gov](#)
Cc: [\[REDACTED\] atlantaga.gov](#)
Subject: Rail on the BeltLine by 2030!
Date: Tuesday, December 10, 2019 11:42:19 AM

Dear ARC, MARTA, Renew Atlanta and Mayor Bottoms:

We need transit on the BeltLine! All of the BeltLine!
That was the vision!
It will lift up so many in Atlanta and make us a showcase for the world
to envy!
I already pay taxes on this effort. Please use those tax dollars toward
light rail on the BeltLine!

Sincerely,

Scott Nickels
- 25+ year Atlanta resident - District 6

From: [Scott Nickels](#)
To: [Opinion: \[REDACTED\] atlantaga.gov](#); [marta \[REDACTED\] itsmarta.com](#); [\[REDACTED\] AtlantaGa.Gov](#)
Cc: [\[REDACTED\] atlantaga.gov](#)
Subject: Rail on the BeltLine by 2030!
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to envy!
I already pay taxes on this effort. Please use those tax dollars toward
light rail on the BeltLine!

Sincerely,

Scott Nickels
- 25+ year Atlanta resident - District 6

From: [Brian Smith](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [atlantaga.gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Friday, December 6, 2019 10:47:11 AM

Dear ARC,

Because of work commitments, I am not able to make it to the ARC meetings. I do want to express how important I think it is to move rapidly forward with transit options in Atlanta and specifically completing transit on the beltline. If a 30-40 year timeline is taken for the beltline, the potential economic and societal benefits may be lost. We have a tremendous opportunity to integrate the city and provide opportunities for all Atlantans. Having a variety of effective transportation options will ease traffic, improve quality of life, and bring business and jobs to the city. If we had more aggressively expanded the reach of MARTA when it was first built, we would be in a much better place today. Thank You.

All the best,
Brian Smith
Teacher
562 Hadendorf Ave NE, 30307

From: [Khandra Moss](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; [marta](#); [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Friday, December 13, 2019 10:38:56 PM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms: Installing light rail along the BeltLine, as intended from the beginning of the project, would: - help keep people in their homes and neighborhoods by reducing the need to own and maintain a car. - deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity. I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding. Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works. Thanks for your consideration, Atlanta resident

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From: [Kathryn Yates](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; marta [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Saturday, December 7, 2019 8:25:06 AM

Dear ARC, I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works. Warm Regards, Atlanta Resident

Kathryn Yates
Ormewood Park
Atlanta GA 30316

From: [Brian Smith](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [atlantaga.gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Friday, December 6, 2019 10:47:11 AM

Dear ARC,

Because of work commitments, I am not able to make it to the ARC meetings. I do want to express how important I think it is to move rapidly forward with transit options in Atlanta and specifically completing transit on the beltline. If a 30-40 year timeline is taken for the beltline, the potential economic and societal benefits may be lost. We have a tremendous opportunity to integrate the city and provide opportunities for all Atlantans. Having a variety of effective transportation options will ease traffic, improve quality of life, and bring business and jobs to the city. If we had more aggressively expanded the reach of MARTA when it was first built, we would be in a much better place today. Thank You.

All the best,
Brian Smith
Teacher
562 Hadendorf Ave NE, 30307

From: [Kay Stephenson](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; marta [REDACTED]@tsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Friday, December 6, 2019 8:01:11 AM

Below is the standard message the folks at BeltLine Rail Now asked me to send to you. But let me make it a bit more personal.

I began advocating for transit on the BeltLine about 15 years ago. Over the ensuing years I have become less and less certain that the vision will be achieved in my lifetime.

When I turned 50 in 2005, it seemed very likely. Now I'm 64 and hearing that we won't see transit for 10 to 20 more years. I hope I make it into my 80s and beyond, but life has no guarantees.

Please. Accelerate the timeline. Other cities have built far more in fewer years. Deliver what we have paid for... In my lifetime.

Kay Stephenson
1125 Rosedale Drive
Atlanta, GA 30306
[REDACTED]
[REDACTED]@gmail.com

Atlanta resident since 1996
Current Vice-Chair NPU-F
Former Vice-President Virginia-Highland Civic Association

Dear ARC, I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works.
Warm Regards, Atlanta Resident

From: [Peter Finn](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; [marta](#) [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Friday, December 13, 2019 10:07:13 PM

Hey there Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms!

Installing light rail along the BeltLine, as intended from the beginning of the project, would: - help keep people in their homes and neighborhoods by reducing the need to own and maintain a car. - deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity.

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding. Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thanks for your consideration, Atlanta resident

From: [Maureen Carroll](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [atlantaga.gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Saturday, December 7, 2019 7:06:48 AM

Dear ARC,

I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works.

Warm Regards,
Maureen Carroll
Atlanta Resident

From: [Kay Stephenson](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; marta [REDACTED]@tsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Friday, December 6, 2019 8:01:11 AM

Below is the standard message the folks at BeltLine Rail Now asked me to send to you. But let me make it a bit more personal.

I began advocating for transit on the BeltLine about 15 years ago. Over the ensuing years I have become less and less certain that the vision will be achieved in my lifetime.

When I turned 50 in 2005, it seemed very likely. Now I'm 64 and hearing that we won't see transit for 10 to 20 more years. I hope I make it into my 80s and beyond, but life has no guarantees.

Please. Accelerate the timeline. Other cities have built far more in fewer years. Deliver what we have paid for... In my lifetime.

Kay Stephenson
1125 Rosedale Drive
Atlanta, GA 30306
[REDACTED]
[REDACTED]@gmail.com

Atlanta resident since 1996
Current Vice-Chair NPU-F
Former Vice-President Virginia-Highland Civic Association

Dear ARC, I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works.
Warm Regards, Atlanta Resident

From: [Jackson Yoder](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; [marta](#); [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Friday, December 13, 2019 10:05:04 PM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms: Installing light rail along the BeltLine, as intended from the beginning of the project, would: - help keep people in their homes and neighborhoods by reducing the need to own and maintain a car. - deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity. I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding. Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works. Thanks for your consideration,
Jackson Yoder

From: [Alan Guerra](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; marta [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Monday, December 2, 2019 8:52:05 PM

Dear ARC and other parties,

We need Rail on the Beltline immediately! DEFINITELY NOT 2045!! We are living in a period of anthropologically-induced climate change! Time is not on our side with the current plans. Even 2030 is too late. Cars have ruled our transportation sphere long enough, it is time for an alternative mode of transportation to take precedence. BELTINE RAIL NOW!

Thank you,
Alan

From: [William Bragg](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; [marta](#); [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Friday, December 6, 2019 7:41:53 PM

Dear ARC, I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works.
Warm Regards, Atlanta Resident

Sincerely
William Bragg

From: [Alan Guerra](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [atlantaga.gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
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Thank you,
Alan

From: [Renn Brown](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; [marta](#); [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Friday, December 13, 2019 9:57:38 PM

Dear Atlanta Regional Commission members,
MARTA and Mayor Keisha Lance Bottoms:

It's imperative that the Beltline reflect the ambitious and connective vision for Atlanta that got it started. Both a force for ambitious new development and rapid displacement, the Beltline is a booming success in danger of losing the priorities that have driven it so far.

Installing light rail along the BeltLine, as intended from the beginning of the project, would:

- help keep people in their homes and neighborhoods by reducing the need to own and maintain a car.
- deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity.

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thanks for your consideration,

Renn Brown,
Reynoldstown Resident & Daily Beltline User

--

Renn Brown

From: [Peter Logsdon](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; marta [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Wednesday, November 27, 2019 12:35:44 PM

More light rail all throughout Atlanta please. Including along highways 285 and 75.

Dear ARC, I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works.
Warm Regards, Atlanta Resident .

From: [Peter Logsdon](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; marta [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
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Warm Regards, Atlanta Resident .

From: [Ian Burr](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; marta [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Friday, December 6, 2019 5:16:18 PM

Dear ARC,

I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works.

Warm Regards,

Ian Burr

From: [Carly Forlines](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; [marta](#) [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Friday, December 13, 2019 9:44:35 PM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms: Installing light rail along the BeltLine, as intended from the beginning of the project, would: - help keep people in their homes and neighborhoods by reducing the need to own and maintain a car. - deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity. I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding. Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works. Thanks for your consideration, Atlanta resident

From: [zfloehle](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [atlantaga.gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Wednesday, November 27, 2019 6:26:12 AM

Dear ARC,

I am emailing to express my strong support for full rail service on the Atlanta Beltline within 3 years. There is no project with the potential to be as immediate, as transformational and as beneficial as transit on the Beltline that can be completed within the same timeframe. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. Without rail, the Beltline runs a great risk of becoming a glorified sidewalk for gentrifiers to enjoy.

The current timeline for Beltline rail must be sped up. As Atlanta explodes in population and as the dangers of climate change become more immediate, an alternative to cars is essential. Rail on the Beltline would transform the city, providing people with a new means of getting around, allowing more equitable access to mobility, and living up to the full potential of what the Beltline can be.

I ask you support the best interests of Atlanta by supporting rail along the Beltline. Atlanta has the potential to be the great American city of the century - but only if we invest in projects like the Beltline. 2040 is far too late for this transformational project.

Sincerely,

Zack Loehle

Candler Park Resident

From: [Ann deGolian](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; marta [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Friday, December 6, 2019 3:39:31 PM

Dear ARC,

Trains in service on the BeltLine within 3 years is imperative for our fair city. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works. I voted for the tax, now lay the tracks!

Thank You.

Happy Holidays.

Ann Freeman
native Atlantan

From: [zfloehle](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; [marta](#); [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Wednesday, November 27, 2019 6:26:12 AM

Dear ARC,

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I ask you support the best interests of Atlanta by supporting rail along the Beltline. Atlanta has the potential to be the great American city of the century - but only if we invest in projects like the Beltline. 2040 is far too late for this transformational project.

Sincerely,

Zack Loehle

Candler Park Resident

From: [Tannyce Parris](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; marta@[REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Friday, December 13, 2019 1:11:33 PM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

I wanted to email regarding the future plans for the BeltLine, specifically the timeline for the light rail completion. From 2017 to 2018, Atlanta had the fourth highest population growth for the nation and we're projected to add an additional 2.9 million residents by 2050. With these numbers in mind, Atlanta truly cannot wait until 2030s or the 2040s for transit to catch up to our population size and connect the 45 neighborhoods found along the Beltline corridor.

The light rail was a part of the original master plan for the BeltLine and will be needed if we want to help keep Atlanta affordable. An earlier completion of the light rail will help keep people in their homes and neighborhoods by reducing the need to own and maintain a car. As a resident of Atlanta for the past 28 years, I've seen traffic become worse and natives have to leave the city because of issues regarding equity, affordability and mobility. Atlanta needs a supplemental transport system in order to connect Atlantans to jobs, destinations and opportunity. I want to see Atlanta grow and thrive, but not at the expense of residents who have been here for decades. We should all have the opportunity to enjoy the development of the city. I would prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. **Regional projects should have regional funding.**

Atlanta can't wait until the 2040s for transit. The entire landscape of the city will have changed by then and we've already seen what happens when housing and transit don't match the pace of migration to a city- San Francisco.

I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thanks for your consideration,

Tannyce Parris

From: [victor.leslie](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [AtlantaGa.Gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Friday, December 6, 2019 10:34:05 AM

Dear ARC,

I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works.

Warm Regards,

V Leslie

[Sent from Yahoo Mail on Android](#)

From: [Kaysel Weiner-Huice](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; [marta](#); [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Friday, December 13, 2019 12:14:03 PM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms: Installing light rail along the BeltLine, as intended from the beginning of the project, would: - help keep people in their homes and neighborhoods by reducing the need to own and maintain a car. - deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity. I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding. Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works. Thanks for your consideration, Atlanta resident

Personal Note:

I should not have to wait till I am 40 years old and have my own children for the city I was born and raised in to finally have this. My whole life I have been told that there are just a few changes that need to happen for the city that I love to live up to its potential. I don't want to be telling my kids the same thing.

The time is now,

Kaysel C. Weiner-Huice

From: [Victor Leslie](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; marta [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Friday, December 6, 2019 10:33:22 AM

Dear ARC,

I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works.

Warm Regards,

V Leslie

From: [Lori Howard](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [atlantaga.gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Friday, December 6, 2019 9:42:12 AM

Dear ARC,

I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works.

Warm Regards,

Lori Howard
Atlanta Resident (30316)

From: [Alice T](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; [marta](#); [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Friday, December 13, 2019 9:30:40 AM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms: Installing light rail along the BeltLine, as intended from the beginning of the project, would: - help keep people in their homes and neighborhoods by reducing the need to own and maintain a car. - deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity. I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding. Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

I can tell you that proposed route 454 would be put to immediate use by ME; it's long overdue!

Thanks for your consideration, Atlanta resident Alice Turner!

From: [Ruari O'Sullivan](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; [marta](#) [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Friday, December 6, 2019 9:40:39 AM

Dear ARC,

I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works. Warm Regards, Atlanta Resident

Ruari O'Sullivan

From: [James Faust](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; marta@[REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Friday, December 13, 2019 9:01:03 AM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms: Installing light rail along the BeltLine, as intended from the beginning of the project, would: - help keep people in their homes and neighborhoods by reducing the need to own and maintain a car. - deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity. I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding. Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works. Thanks for your consideration, Atlanta resident

From: [Brandon Schechter](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; marta@[REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Friday, December 13, 2019 1:42:35 AM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

Atlanta needs to prioritize public transport now.

Installing light rail along the BeltLine, as intended from the beginning of the project, would:

- help keep people in their homes and neighborhoods by reducing the need to own and maintain a car.
- deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity.

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thanks for your consideration,

Brandon Schechter

From: [David Bottomley](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; marta [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Friday, December 6, 2019 8:49:42 AM

Dear ARC,

If we're not going to put rail on the beltline we need to have a new vote and eliminate the new tax. I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works.

Warm Regards,

Atlanta Resident

David Bottomley
1415 Mims St SW, Atlanta, GA 30314

From: [Ralph Fruchtman](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; marta [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Friday, December 6, 2019 8:37:03 AM

Dear ARC, I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works.
Warm Regards, Atlanta Resident

From: [Michael Baer](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; [marta](#) [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Thursday, December 12, 2019 10:54:01 PM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms: Installing light rail along the BeltLine, as intended from the beginning of the project, would: - help keep people in their homes and neighborhoods by reducing the need to own and maintain a car. - deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity. I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding. Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works. Thanks for your consideration, Atlanta resident

From: [John Von Hollen](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; marta [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Friday, December 6, 2019 8:31:51 AM

Dear ARC,

I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works.

Warm Regards,
John Von Hollen

From: [Ian Gibson](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; [marta](#); [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Thursday, December 12, 2019 8:38:12 PM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:
Please do anything you can to ease Atlanta's unbearable traffic!

Installing light rail along the BeltLine, as intended from the beginning of the project, would: - help keep people in their homes and neighborhoods by reducing the need to own and maintain a car. - deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity. I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding. Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works. Thanks for your consideration, Atlanta resident,
Ian Gibson

From: [Jesse Friedman](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; marta [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Thursday, December 12, 2019 7:29:21 PM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

Installing light rail along the BeltLine, as intended from the beginning of the project, would:

- help keep people in their homes and neighborhoods by reducing the need to own and maintain a car.
- deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity.

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thanks for your consideration,

Jesse Friedman

From: [E Berk](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; marta [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Friday, December 6, 2019 7:10:17 AM

Dear ARC, I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works. Warm Regards, Atlanta Resident

From: [Billy](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; [marta](#); [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Thursday, December 12, 2019 5:01:30 PM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:
Installing light rail along the BeltLine, as intended from the beginning of the project, would: - help keep people in their homes and neighborhoods by reducing the need to own and maintain a car. - deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity. I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding. Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thanks for your consideration, Atlanta resident and Beltline user

Fred Holder

From: [Adam S](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; marta [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Friday, December 6, 2019 7:04:30 AM

Dear ARC, I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works.
Warm Regards, Atlanta Resident,

From: [Wayne Anderson](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; marta [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Friday, December 6, 2019 4:19:19 AM

Dear ARC, I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works.
Warm Regards, Atlanta Resident

From: [Trent Clendennin](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; marta [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Thursday, December 12, 2019 1:09:17 PM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

Installing light rail along the BeltLine, as intended from the beginning of the project, would:

- deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity.
- begin decreasing car traffic on neighborhood and surrounding roads.
- help keep people in their homes and neighborhoods by reducing the need to own and maintain a car.

As a daily commuter on MARTA, I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Don't waste our city money on senseless road additions that create more traffic congestion! ***Regional projects should have regional funding.*** Atlanta can't wait until the 2040s for partially built transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thanks for your consideration,

Trent Clendennin
Atlanta resident

--

Thanks,
Trent

Sent from my phone. Please excuse any typos!

From: [tracie sanchez](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; marta [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Thursday, December 5, 2019 10:18:07 PM

Dear ARC, I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works.

Warm Regards, Decatur Resident , and bike/train commuter

Tracie Sanchez, MPA | mobile: [REDACTED] | [REDACTED]@gmail.com

From: [Alabaas Fraser](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [atlantaga.gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Thursday, December 12, 2019 11:36:11 AM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

Installing light rail along the BeltLine, as intended from the beginning of the project, would:

- help keep people in their homes and neighborhoods by reducing the need to own and maintain a car.
- deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity.

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thanks for your consideration,

Alabaas Fraser

From: [REDACTED] [forthepeople.com](mailto:[REDACTED]@forthepeople.com)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](mailto:[REDACTED]@atlantaga.gov); [REDACTED] [atlantaga.gov](mailto:[REDACTED]@atlantaga.gov); [marta \[REDACTED\]@itsmarta.com](mailto:marta@[REDACTED]@itsmarta.com)
Subject: Rail on the BeltLine by 2030!
Date: Wednesday, December 4, 2019 4:20:21 AM

Dear ARC, I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works. Warm Regards, Atlanta Resident

From: [Nicole LeBeau Fomin](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; marta [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Thursday, December 12, 2019 9:45:43 AM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

Installing light rail along the BeltLine, as intended from the beginning of the project, would:

- help keep people in their homes and neighborhoods by reducing the need to own and maintain a car.
- deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations, and opportunity.

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thanks for your consideration,

Atlanta resident

From: [Nanette Shealy](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; [marta](#) [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Thursday, December 12, 2019 9:22:43 AM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms: Installing light rail along the BeltLine, as intended from the beginning of the project, would: - help keep people in their homes and neighborhoods by reducing the need to own and maintain a car. - deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity. I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding. Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works. Thanks for your consideration, Atlanta resident

From: [Nick Panetta](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [atlantaga.gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Tuesday, December 3, 2019 9:45:11 PM

Dear ARC,

I want to see trains in service on the BeltLine within 3 years. All great cities have great public transportation systems. Seize the opportunity to keep Atlanta competitive. Focus on the future.

Warm Regards, Atlanta Resident
-Nick Panetta, PLA

From: [Brittany Moore](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; marta [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Thursday, December 12, 2019 2:01:03 AM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

Installing light rail along the BeltLine, as intended from the beginning of the project, would: - help keep people in their homes and neighborhoods by reducing the need to own and maintain a car. - deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity.

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding. Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor.

I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thanks for your consideration, Atlanta resident

Brittany Moore

From: [rykilg_](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [atlantaga.gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Tuesday, December 3, 2019 2:33:34 PM

Dear ARC,

I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works.

Warm Regards,

Ryan Kilgore

From: [Jim Ransone](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [AtlantaGa.Gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Wednesday, December 11, 2019 10:06:11 PM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

Installing light rail along the BeltLine, as intended from the beginning of the project, would:

- help keep people in their homes and neighborhoods by reducing the need to own and maintain a car.
- deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity.

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thanks for your consideration,

Atlanta resident

From: [Cynthia Baer](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; marta [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Tuesday, December 3, 2019 1:34:42 PM

Dear ARC, I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works.
Warm Regards, Atlanta Resident

From: [Christopher Connelly](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [AtlantaGa.Gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Tuesday, December 3, 2019 9:46:18 AM

Dear ARC,

I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works.

Warm Regards,

Atlanta Residents
Christopher Connelly & James Goodwyne

From: [Abiy Kaltiso](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaqa.gov](#); [REDACTED] [atlantaqa.gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Wednesday, December 11, 2019 7:53:49 PM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

Installing light rail along the BeltLine, as intended from the beginning of the project, would:

- help keep people in their homes and neighborhoods by reducing the need to own and maintain a car.
- deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations, and opportunity.

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thanks for your consideration,

Abiy Kaltiso
[REDACTED] [gmail.com](#)
[REDACTED]

From: [Alan Babilinski](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; marta@[REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Wednesday, December 11, 2019 6:41:54 PM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

Installing light rail along the BeltLine, as intended from the beginning of the project, would:

- help keep people in their homes and neighborhoods by reducing the need to own and maintain a car.
- deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity.

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thanks for your consideration,
Alan Babilinski
West End

From: [Don McWethy](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [atlantaga.gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Sunday, December 1, 2019 1:42:50 PM

Dear ARC, I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works.
Warm Regards, Atlanta Resident

From: [Andy Grimes](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; marta@[REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Wednesday, December 11, 2019 6:31:42 PM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

Installing light rail along the BeltLine, as intended from the beginning of the project, would:

- help keep people in their homes and neighborhoods by reducing the need to own and maintain a car.
- deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity.

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

What are we waiting on? We've been talking and working on this thing for 20 years already. Let's have a sense of urgency and make it happen in the next 5 to 10 years.

Thanks for your consideration,

Atlanta resident

From: [James Sawyer](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [atlantaga.gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Sunday, December 1, 2019 10:36:51 AM

Dear ARC,

I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works.

The population around the beltline is growing at a hectic pace. It is already drawing people from outside the city clogging up streets and parking areas. Having trains connecting all these neighborhoods would help local residents commute without having to get in their cars and clog up the streets even more. In my neighborhood alone there will be another 400 residents in the next 6 months. That's 400 more cars added to an already busy Boulevard street. Having a rail system right outside their door would allow them to go to the new Madison Yards to shop for necessities without getting in their cars.

Warm Regards,
James Sawyer
Atlanta Resident and Tax Payer

From: [Emily Brehob](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [atlantaga.gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Wednesday, December 11, 2019 2:49:09 PM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms: Installing light rail along the BeltLine, as intended from the beginning of the project, would: - help keep people in their homes and neighborhoods by reducing the need to own and maintain a car. - deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity. I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding. Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works. Thanks for your consideration, Atlanta resident

From: [Trey Bonner](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [atlantaga.gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Saturday, November 30, 2019 9:35:55 AM

Dear ARC,

I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works.

Warm Regards,

Atlanta Resident

From: [David Benson](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [AtlantaGa.Gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Wednesday, December 11, 2019 12:09:32 PM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

Installing light rail along the BeltLine, as intended from the beginning of the project, would:

- help keep people in their homes and neighborhoods by reducing the need to own and maintain a car.
- deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity.

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thanks for your consideration,

David Benson

Atlanta resident

From: [Kirk Bowers](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [AtlantaGa.Gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Saturday, November 30, 2019 6:55:33 AM

Dear ARC,

Due to the increasing congestion,
I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works.

Warm Regards,

Kirk Bowers

[Sent from Yahoo Mail on Android](#)

From: [Derek Bertman](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [atlantaga.gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Wednesday, December 11, 2019 10:49:44 AM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

Installing light rail along the BeltLine, as intended from the beginning of the project, would:

- help keep people in their homes and neighborhoods by reducing the need to own and maintain a car.
- deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity.

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thanks for your consideration,

Atlanta resident

Derek Bertman

From: [Lauren Owens](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [atlantaga.gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Friday, November 29, 2019 4:59:47 PM

Dear ARC,

Adding my voice to those who also sent this message:

I want to see trains in service on the BeltLine within 3 years. Atlanta cannot wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works. We need to alleviate traffic now.

Warm Regards,
Lauren Owens
Morningside, ATL

From: [jagreen3_](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [atlantaga.gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Wednesday, December 11, 2019 8:41:27 AM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

Installing light rail along the BeltLine, as intended from the beginning of the project, would:

- help keep people in their homes and neighborhoods by reducing the need to own and maintain a car.
- deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity.

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thanks for your consideration,
Jamie Green

Atlanta resident

From: [Chad Johnson](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; marta [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Thursday, November 28, 2019 2:17:34 PM

Dear ARC,

We need trains in service on the BeltLine within 3 years. Atlanta cannot wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor.

The Beltline is the most exciting innovation in Atlanta in years, and we'll squander the momentum by moving slowly. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works.

Chad Johnson

From: [Pete Rorabaugh](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; [marta](#) [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Wednesday, December 11, 2019 8:38:41 AM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

Installing light rail along the BeltLine, as intended from the beginning of the project, would:

- help keep people in their homes and neighborhoods by reducing the need to own and maintain a car.
- deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity.

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thanks for your consideration,

Pete Rorabaugh
Thomasville Heights

From: [Jessica Cole](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; [marta](#); [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Thursday, November 28, 2019 12:41:03 PM

Dear ARC,

I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works.

Warm Regards,
Jessica
Atlanta Resident

From: [Meagan Guite](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; [marta](#); [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Tuesday, December 10, 2019 10:49:34 PM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

I'm writing to ask for the installing of light rail along the BeltLine, as intended from the beginning of the project, as I fully believe it would: - help keep people in their homes and neighborhoods by reducing the need to own and maintain a car. - deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity.

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding. Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thanks for your consideration,
West View, Atlanta resident,

Meagan Guite

From: [Brittany Shoemaker](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; [marta](#); [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Wednesday, November 27, 2019 10:45:24 PM

Dear ARC, I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works.
Warm Regards, Atlanta Resident Brittany

From: [Sarah Vanas \(US - ADVS\)](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; marta [REDACTED]@tsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Monday, December 9, 2019 5:05:34 PM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

Installing light rail along the BeltLine, as intended from the beginning of the project, would:

- help keep people in their homes and neighborhoods by reducing the need to own and maintain a car.
- deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity.

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding. This is of the utmost importance if we want to continue to see Atlanta grow into a successful city with robust public transportation options.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thanks for your consideration,
Sarah Vanas

--

Sarah Vanas
PwC | Senior Associate, Health Industries Advisory
Direct: [REDACTED]
Email: [REDACTED]@pwc.com
PricewaterhouseCoopers LLP
1075 Peachtree St. NE, Suite 2600. Atlanta, GA 30309
[linkedin.com/in/sarahvanas](https://www.linkedin.com/in/sarahvanas)

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From: [Jenn Peck](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [atlantaga.gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Wednesday, November 27, 2019 10:06:16 PM

Dear ARC,

I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I was a resident of NYC for 15 years with its vast train systems and understand what this means for accessibility to jobs, childcare, etc for communities. It's impact on our busier than ever roadways would be unbelievably positive. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works.

Warm Regards, Atlanta Resident

From: [Mike Kondalski](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; marta [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Monday, December 9, 2019 3:13:09 PM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

Installing light rail along the BeltLine, as intended from the beginning of the project, would:

- help keep people in their homes and neighborhoods by reducing the need to own and maintain a car.
- deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity.

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thanks for your consideration,

Mike Kondalski
Atlanta resident

From: [John Hance](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; [marta](#) [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Wednesday, November 27, 2019 2:31:09 PM

Dear ARC,

I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works.

Warm Regards,
John Hance
Atlanta Resident

From: [Amy Stinson](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; [marta](#); [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Monday, December 9, 2019 2:52:32 PM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:
Installing light rail along the BeltLine, as intended from the beginning of the project, would:

- help keep people in their homes and neighborhoods by reducing the need to own and maintain a car.
- deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity.

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thanks for your consideration,

Atlanta resident

From: [John Rice](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; marta [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Wednesday, November 27, 2019 12:45:25 PM

Dear ARC,

Our city is suffocating. Traffic is continually getting worse, and it feels like solutions are actively getting fought against.

I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works. Warm Regards,
Atlanta Resident

From: [Philip Trapkin](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; marta@[REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Monday, December 9, 2019 2:37:56 PM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

Installing light rail along the BeltLine, as intended from the beginning of the project, would:

- help keep people in their homes and neighborhoods by reducing the need to own and maintain a car.
- deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity.

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thanks for your consideration,

Atlanta resident

From: [Monrovia davis](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [AtlantaGa.Gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Wednesday, November 27, 2019 12:09:05 PM

Dear ARC,

I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works.

Warm Regards,

Atlanta Resident

[Sent from Yahoo Mail on Android](#)

From: attorney.djones
To: [Opinion](#)
Cc: [REDACTED] atlantaga.gov; [REDACTED] AtlantaGa.Gov; marta; [REDACTED] itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Monday, December 9, 2019 12:33:07 AM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

Installing light rail along the BeltLine, as intended from the beginning of the project, would:

- help keep people in their homes and neighborhoods by reducing the need to own and maintain a car.
- deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity.

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thanks for your consideration,

Deanna Jones
Atlanta resident

Sent from my Metro By T-Mobile 4G LTE Android Device

From: [Otter_paws](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; marta [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Wednesday, November 27, 2019 9:54:31 AM

Dear ARC, I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works.

Warm Regards,
Atlanta Resident Rebecca Scott

From: [Joel Grimes](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; marta@[REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Sunday, December 8, 2019 7:28:26 PM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

Installing light rail along the BeltLine, as intended from the beginning of the project, would:

- help keep people in their homes and neighborhoods by reducing the need to own and maintain a car.
- deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity.

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thanks for your consideration,

Atlanta resident

Joel and Alice Grimes

From: [Meredith Miller](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [AtlantaGa.Gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Wednesday, November 27, 2019 8:34:06 AM

Dear ARC,

I want to see trains in service on the BeltLine within 3 years. Our surface streets cannot handle the amount of traffic on them today and it will continue to worsen with every new apartment building under construction.

Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works.

Warm Regards,

Atlanta Resident

M E R E D I T H M I L L E R
REALTOR®

ATLANTA FINE HOMES SOTHEBY'S INTERNATIONAL REALTY
1555 Peachtree Street, Suite 100, Atlanta, Georgia 30309
c. [REDACTED] o. [REDACTED]

[REDACTED]@yahoo.com
[REDACTED]@atlantafinehomes.com
[REDACTED]@atlantafinehomes.com
atlantafinehomes.com | sothebysrealty.com

From: [Cradle To College Educational Services](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; marta [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Wednesday, November 27, 2019 8:30:55 AM

Dear ARC, I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works.
Warm Regards, Scott Shepherd

From: [Gila Herman](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; marta@[REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Sunday, December 8, 2019 3:56:27 PM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

Installing light rail along the BeltLine, as intended from the beginning of the project, would:

- help keep people in their homes and neighborhoods by reducing the need to own and maintain a car.
- deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity.

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thanks for your consideration,

Gila Herman
Atlanta resident

From: [Matt Bouck](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; marta [REDACTED]@tsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Sunday, December 8, 2019 11:42:56 AM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

Installing light rail along the BeltLine, as intended from the beginning of the project, would:

- help keep people in their homes and neighborhoods by reducing the need to own and maintain a car.
- deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity.

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thanks for your consideration,

Atlanta resident
Matt Bouck
[REDACTED]@gmail.com
[REDACTED]

From: [Jay](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; [marta](#); [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Wednesday, November 27, 2019 5:11:04 AM

Dear ARC, I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works.
Warm Regards, C.J. Scott

From: [Dian Huff](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; [marta](#); [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Sunday, December 8, 2019 9:57:27 AM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms: Installing light rail along the BeltLine, as intended from the beginning of the project, would: - help keep people in their homes and neighborhoods by reducing the need to own and maintain a car. - deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity. I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding. Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

We were promised the rail and that is what we want! I live in Cabbagetown and there has been such a building frenzy here that the traffic all around the surrounding neighborhoods will be even more awful. I want to get rid of one of our cars and use the train to go do all my errands. Please push up the timeline! Thanks, Dian Huff

From: [Chelsea Richardson](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [atlantaga.gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Tuesday, November 26, 2019 11:05:09 PM

Dear ARC,

I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works.

Warm Regards,
Chelsea Richardson

From: [Jenna Gerry](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; [marta](#); [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Sunday, December 8, 2019 5:49:13 AM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

Installing light rail along the BeltLine, as intended from the beginning of the project, would: - help keep people in their homes and neighborhoods by reducing the need to own and maintain a car. - deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity. I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding. Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thanks for your consideration, Atlanta resident Jenna Gerry

From: [Stephanie Warner](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [atlantaga.gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Tuesday, November 26, 2019 10:14:49 PM

Dear ARC,

I want progress made on the southeast quadrant of the beltline and rail to begin on other sections within 3 years. Atlanta cannot wait until the 2040s for beltline transit connecting the entire BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works.

Warm Regards,

Stephanie Taylor Warner
Grant Park Neighborhood Association
Technology Chair
[REDACTED]

GPNA Mission:
Preserving History. Embracing Diversity. Building Community.

From: [James Gonzalski](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [atlantaga.gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Saturday, December 7, 2019 8:00:04 PM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

Installing light rail along the BeltLine, as intended from the beginning of the project, would:

- help keep people in their homes and neighborhoods by reducing the need to own and maintain a car.
- deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity.

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thanks for your consideration,
James Gonzalski
East Point resident and frequent Atlanta visitor, worker, and shopper.

From: [Alex Velasquez](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; marta [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Tuesday, November 26, 2019 10:12:12 PM

Dear ARC, I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works.
Warm Regards, Atlanta Resident

From: [julie thiets](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; [marta](#) [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Saturday, December 7, 2019 2:02:14 PM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

Installing light rail along the BeltLine, as intended from the beginning of the project, would:

- help keep people in their homes and neighborhoods by reducing the need to own and maintain a car.
- deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity.

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thanks for your consideration,

Atlanta resident

From: [Megan Gatewood](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; marta [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Tuesday, November 26, 2019 9:43:58 PM

Dear ARC, I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works.
Warm Regards, Atlanta Resident

From: [chancey justus](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [atlantaga.gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Saturday, December 7, 2019 1:06:19 PM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

Installing light rail along the BeltLine, as intended from the beginning of the project, would:

- help keep people in their homes and neighborhoods by reducing the need to own and maintain a car.
- deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity.

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thanks for your consideration,

Atlanta resident

From: [kkevinantonio](#)
To: [Opinion](#)
Cc: [atlantaga.gov](#); [AtlantaGa.Gov](#); [MARTA TRANSIT SYSTEM](#); [itsmarta.com](#);
[marta](#); [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Tuesday, November 26, 2019 9:38:01 PM

Sent from my Sprint Samsung Galaxy S10.

Dear ARC,

I want to see trains in service on the BeltLine within 3 years. Atlanta cannot wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works.

Warm Regards,

Atlanta Resident

From: [Carl Holt](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; [marta](#) [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Monday, December 2, 2019 9:58:12 AM

Dear ARC,

I wish to express my desire to prioritize transit on the Atlanta BeltLine in the upcoming ARC Regional Transportation Plan. Transit on the BeltLine will connect 45 neighborhoods around the core of Atlanta, existing MARTA rail lines, and numerous bus routes. Placing the whole loop on ARC's Regional Transportation Plan, will allow it to compete for federal grants and increase the likelihood of a Public-Private Partnership to expedite the completion of the project ahead of the current timeline of 2050. We are already seeing the power the Atlanta BeltLine has to concentrate density, jobs, new residential and mixed use developments. Without the transit component the new residential and jobs will only lead to increase of vehicle trips on Atlanta's already congested streets. The Atlanta BeltLine was envisioned as a transportation corridor, without transit that vision is not complete.

I ask the ARC board to prioritize transit on the Atlanta BeltLine in the Regional Transportation Plan.

Warm Regards,

Carl Holt

From: [Mae's Methods](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; marta [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Tuesday, November 26, 2019 7:24:16 PM

Dear ARC, I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works.
Warm Regards, Atlanta Resident

Let's reconnect! I've been informed about the beltline. 2045 seems to be a little ways away. They beltline has contribute so much since it's opening. More people are exercising and coming to Atlanta for the North, South, East and West entrances. Let's keep this going and bring Atlanta to #1 with the 45 neighborhoods or residential growth! 2020.
Wamrly Thanking You,
Calvin A Johnson Jr, HHP, LMT, Business Owner

From: [Anthony Martin](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; [marta](#); [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Tuesday, November 26, 2019 7:11:02 PM

Dear ARC, I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works.
Warm Regards, Atlanta Resident

From: [Lauren Duane](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [atlantaga.gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Tuesday, November 26, 2019 6:32:50 PM

Dear ARC, I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works.
Warm Regards, Atlanta Resident

Lauren Duane
Art Director
Wunderman Thompson Atlanta
M: [REDACTED]

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From: [Brandon Tidwell](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; marta [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Tuesday, November 26, 2019 6:29:47 PM

Dear ARC,

I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works.

I live in Ormewood Park and the level of residential development in this area is staggering. The City of Atlanta has approved all of this housing without conducting any transportation studies to evaluate the impact. Without some form of transit this area will become strangled by auto traffic. We absolutely cannot wait.

Warm Regards,

Atlanta Resident, Brandon Tidwell

From: [Adina Hilton](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; [marta](#); [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Tuesday, November 26, 2019 6:23:14 PM

Dear ARC, I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works.
Warm Regards, Atlanta Resident

From: [Lib Aubuchon](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [AtlantaGa.Gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Tuesday, November 26, 2019 6:14:45 PM

Dear ARC,

I want to see trains in service on the BeltLine within 3 years. The vision years ago was that the Beltline would be more than upscale bars and an actual solution to the car traffic that chokes this city more every day.

Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works.

Warm Regards,
Lib Aubuchon
[REDACTED]

From: [Nick Panetta](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; marta [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Tuesday, November 26, 2019 6:06:07 PM

Dear ARC,

I want trains in service on the BeltLine in three years. The best time to build public transit was 20 years ago. The second best time is now. Atlanta can not be walkable and wait until the 2040s for transit to connect 45 neighborhoods along the BeltLine corridor. The current timeline is inadequate and a disgrace to city planning. Congestion will not subside with more lanes. We need a city designed to be traversed without use of automobiles. Until that happens, Atlanta will continue to fall behind other American cities.

Atlanta Resident
-Nick Panetta, PLA

From: [Chad Carlson](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; marta [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Tuesday, November 26, 2019 5:10:43 PM

Dear ARC, I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works. The money we voted on for this should not be stolen and given to the Clifton Corridor to Emory, much of which is still outside the city limits. The legislation specifically stated the money must be spent inside the city of Atlanta. So taking it and applying it to the Clifton Corridor is illegal.

From: [Thomas Kegley](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; [marta](#) [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Tuesday, November 26, 2019 4:35:14 PM

Dear ARC,

I want to see trains in service on the BeltLine within 3 years. Metro Atlanta cannot wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works. This is a critical "Regional Issue" and that's why I, as a Dunwoody resident working in Downtown Atlanta, support an accelerated Beltline Transit timetable.

Warm Regards, Dunwoody Resident

From: [Quinn Giardina](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [atlantaga.gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Tuesday, November 26, 2019 4:28:24 PM

Dear ARC,

I want to see trains in service on the BeltLine within 3 years. Atlanta cannot wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works.

Warm Regards,

Atlanta Resident

From: [James Tweedy](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; [marta](#); [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Tuesday, November 26, 2019 2:32:42 PM

Dear ARC,

I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works.

Warm Regards,

Atlanta Resident in Inman Park

From: [angelo brown](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [atlantaga.gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Tuesday, November 26, 2019 1:30:12 PM

Dear ARC,

I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works.

Warm Regards,

Atlanta Resident

From: [Cory Howell](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; marta [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Tuesday, November 26, 2019 1:16:25 PM

Dear ARC,

I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works.

Warm Regards,

Cory Howell

From: [Bridget Melton](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [atlantaga.gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Friday, December 6, 2019 12:00:49 PM

Dear ARC,

I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works. **This was the major selling point of the BeltLine.** The glorified sidewalk has impacted my life so much: more than doubled property taxes, quadrupled my commute time to work, changed the face of my neighborhood dramatically.

The traffic in this city is getting worse by the minute. I am a lifelong resident, yet I consider leaving daily as I waste hours of every day and risk my life in this God awful traffic. We need solutions fast!!!

Sincerely,

Bridget Melton

From: [Seth Burrow](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaqa.gov](#); [REDACTED] [atlantaqa.gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the Beltline by 2030!
Date: Thursday, December 12, 2019 10:15:11 PM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

We are in the process of opening a rock climbing gym on the BeltLine's Westside trail. I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thanks for your consideration.

Seth Burrow
The Overlook Boulder + Fitness
[REDACTED]
[REDACTED] [gmail.com](#)



From: [brandy](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [AtlantaGa.Gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Thursday, December 12, 2019 6:20:56 AM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

The most consistent reason I hear people say they don't use MARTA is "it doesn't go where I need to go." The Beltline is Atlanta's best opportunity to correct that. It connects 45 intown neighborhoods, jobs centers, parks, universities, schools, hospitals, Downtown, Midtown and Buckhead.

For the sake of building out an efficient transportation system, the Beltline must be a priority. Anything else is short sighted.

Thank you,

Brandy Morrison

Sent via the Samsung Galaxy S10e, an AT&T 5G Evolution capable smartphone

From: [Sean Liang](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; marta [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Monday, December 2, 2019 3:11:02 PM

Dear members of the ARC,

A few years ago, I was one of the Atlanta voters who voted to pass the additional tax funding for both renewing our streets and funding public transportation (Renew Atlanta and the MARTA TSPLOST). In the years since, Renew Atlanta has proved itself to be a disappointment. I am saying that because I live off Howell Mill Road. While the district is booming, the traffic is getting worse. Yet, no money has been put into actually improving the situation despite our vote.

Now, the new proposal before you is another blow to the voters. The current timeline to build rail around the Beltline is far too long. I will be near retirement, assuming no delays, before it is built. Not to mention this is only a 15 mile plan, not the 22 mile plan that was advertised to us when we voted for it in 2016. Also, my section of the Beltline is not even covered (northwest! Always the last region to be left out despite growth).

Having said all that, 15 miles is better than nothing at all for decades to come. I want to let you know I support building the Beltline rail by 2030 so we have an alternative in this ever more congesting city. Anything short of that will be another broken promise to voters and I can assure you many of us will vote for nothing in the years to come. Please don't let us down again.

Regards,

Zhanxiang Liang

A concerned Atlanta Resident

From: [Robert Freeman](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; marta [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Saturday, December 7, 2019 9:17:20 AM

Dear ARC,

We need to see trains in service on the BeltLine within 3 years! Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works.

Thanks,

Robert Freeman

From: [Taylor Forester](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; [marta](#); [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030!
Date: Saturday, December 14, 2019 3:29:11 PM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms: Installing light rail along the BeltLine, as intended from the beginning of the project, would: - help keep people in their homes and neighborhoods by reducing the need to own and maintain a car. - deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity. I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding. Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thanks for your consideration,
Atlanta resident Taylor Forester

From: [brandy](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [AtlantaGa.Gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Thursday, December 12, 2019 6:20:56 AM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

The most consistent reason I hear people say they don't use MARTA is "it doesn't go where I need to go." The Beltline is Atlanta's best opportunity to correct that. It connects 45 intown neighborhoods, jobs centers, parks, universities, schools, hospitals, Downtown, Midtown and Buckhead.

For the sake of building out an efficient transportation system, the Beltline must be a priority. Anything else is short sighted.

Thank you,

Brandy Morrison

Sent via the Samsung Galaxy S10e, an AT&T 5G Evolution capable smartphone

From: [Bridget Melton](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [atlantaga.gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Rail on the BeltLine by 2030!
Date: Friday, December 6, 2019 12:00:49 PM

Dear ARC,

I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works. **This was the major selling point of the BeltLine.** The glorified sidewalk has impacted my life so much: more than doubled property taxes, quadrupled my commute time to work, changed the face of my neighborhood dramatically.

The traffic in this city is getting worse by the minute. I am a lifelong resident, yet I consider leaving daily as I waste hours of every day and risk my life in this God awful traffic. We need solutions fast!!!

Sincerely,

Bridget Melton

From: [MaryClaire Foster](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [atlantaga.gov](#)
Subject: Rail on the BeltLine by 2030
Date: Thursday, December 12, 2019 9:17:22 AM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

Installing light rail along the BeltLine, as intended from the beginning of the project, would:

- help keep people in their homes and neighborhoods by reducing the need to own and maintain a car.
- deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity.

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thanks for your consideration,

MaryClaire Foster
Atlanta resident
Capitol View Neighborhood

From: [Chrissy Mobley](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; marta@[REDACTED]@itsmarta.com
Subject: Rail on the Beltline by 2030
Date: Thursday, December 12, 2019 11:42:19 AM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

As a resident of Southeast Atlanta, I am surprised and disappointed by the proposed Regional Transportation Plan's failure to prioritize transit, particularly rail, for the future of Atlanta. We can do better...

Installing light rail along the BeltLine, as intended from the beginning of the project, would:

- connect 45 Atlanta neighborhoods
- help keep people in their homes and neighborhoods by reducing the need to own and maintain a car.
- deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity.
- help relieve traffic pressure resulting from all of the approved development along the BeltLine

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thanks for your consideration,

Atlanta resident

From: [Ryan Roche](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; [marta](#); [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030
Date: Friday, December 13, 2019 1:52:43 PM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

Installing light rail along the BeltLine, as intended from the beginning of the project, would:

- help keep people in their homes and neighborhoods by reducing the need to own and maintain a car.
- deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity.

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Additionally, please make the Clifton Corridor light-rail would relieve a great amount of traffic congestion on one of the busiest streets in the City of Atlanta. It would allow individuals from across the Metro Atlanta region to access the largest employer in metro Atlanta, Emory University, and allow patients, CDC employees, and members of the community to travel through the city seamlessly and quickly.

Thanks for your consideration,

Ryan Roche
Atlanta resident

From: [Florian Stamm](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; [marta](#) [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine by 2030/ Complete the Beltline
Date: Friday, December 6, 2019 7:27:20 AM

Dear ARC,

I want to have the complete belt one Loop finished and see trains in service on the BeltLine within 3 years.

Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor.

I want to see rail on the BeltLine faster than the inadequate timeline currently in the works.

I live on the city's Westside and I am a transit voter.

Sincerely,

Florian Stamm

Sent from my iPhone

From: [Stephanie Hoiriis-Hydo](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; marta [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine NOW!!
Date: Tuesday, November 26, 2019 7:15:22 PM

Dear ARC,

You are making a horrible decision not to include this initiative in the proposed 20 year plan!! Have you been in Atlanta more than 6 hours?? If so, you know what a ridiculous laughing stock our entire state is by lack of transportation infrastructure planning. And initiatives like this being excluded are why we NEED to see trains in service on the BeltLine within 18 months!!! Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor, because by then it will be too late. Everyone who invests in these communities will get fed up with this kind of shenanigan and leave and Atlanta will be a last place businesses will bring jobs, and therefore investments, and therefore a thriving economy. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works. GET IT TOGETHER, PLEASE!

Warm Regards,

Lifelong/6th generation (and raising a 7th) and Fed-up Atlanta Resident!!

Stephanie Hydo

From: [Caleb Kirksey](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; [marta](#); [REDACTED]@itsmarta.com
Subject: Rail on the BeltLine
Date: Monday, December 9, 2019 8:06:41 AM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

You have some difficult and important decisions coming up as you craft Atlanta's transportation plan. I urge you to make rail on the BeltLine the top priority for transportation spending.

Such bold planning would transform my commute as I currently live and work within close proximity to the BeltLine. It would also stitch neighborhoods back together that have been torn apart by relentless investment in fast-moving automobile transportation. By enabling folks to access key parts of our city once they're in the urban core, you'll make going car-less viable for many more people. You'll also vastly improve the quality of life for folks that currently have no option but to use our often slow and unreliable bus system.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thank you in advance,

Caleb Kirksey

From: [Dianne Bush](#)
To: [Opinion: \[REDACTED\] atlantaga.gov; \[REDACTED\] atlantaga.gov; marta \[REDACTED\] itsmarta.com](#)
Subject: Rail on the Beltline
Date: Sunday, December 1, 2019 2:20:14 PM

Dear ARC,

I am writing to add my voice to the extremely large number of Atlantans who want to see real initiative to get trains on the Beltline as soon as possible. We need this not decades from now, but immediate action.

I moved to Atlanta in 1989. I have watched many wonderful changes over all this time. I have bought and sold homes in Decatur, Inman Park, Virginia-Highlands, Old Fourth Ward, and I just moved by the Beltline in Grant Park. I love this city. During the majority of these years, I only had to deal with bad traffic when I ventured outside the city and had to travel on interstates to get to suburban parts of the metro area. But in the past 2-3 years, I am finding it more and more difficult to get around the intown neighborhoods I have loved and supported for many years. To be clear, I walk as much as possible to run errands or pick up a small number of items. I'll ride my bike to the local pizza shop. But walking is not always an option, I am scared to ride my bike most places, and there has got to be action taken to help the thousands of people pouring into intown Atlanta get around efficiently. We must have Beltline rail transit, among other transportation improvements. Atlanta's traffic is just going to get worse.

Other people can address the environmental and economical impacts of our worsening traffic. I can only report on how it affects my life, personally. The increase in traffic congestion that I have seen in the past few years impacts my life in many ways.

- 1) I am seeing friends less frequently. My friends all live within 2-5 miles from me, but I find I am not meeting them for dinner weekly as we have done for decades, because it now involves spending at least a half hour in the car in order to arrive at a local restaurant.
- 2) I am more likely to order items I need to purchase from mega companies like Amazon because it allows me to avoid an unpleasant drive to a local store. I'd prefer to patronize local businesses, but at this point I am more likely to pay for someone to deliver goods to me to avoid traffic.
- 3) I am exercising less because it is taking me almost double the amount of time to get to places than it once did, and I don't have as much free time.
- 4) I am seeing more angry and unfriendly behavior from people because everyone is just so tired of sitting in their cars on congested roads. I have always been a considerate driver, but lately I will find myself not letting another car merge because I have already sat through 3 or more light changes trying to get across a single street. We are becoming The City Too Busy Sitting in Traffic to Be Friendly.

If a drastically different approach and a rapid acceleration of the rail transit timeline is not initiated, I can't imagine how unpleasant it is going to be to live in Atlanta two years from now. I have started considering places I could move to in 8 years when my son graduates. I would never have dreamed I would even be considering leaving Atlanta just a few years ago!

Thank you,

Dianne Bush

From: [Anne Farrissee](#)
To: [Opinion](#)
Subject: Rail transit along the Beltline
Date: Tuesday, December 10, 2019 10:08:37 AM

I have lived intown since 1984 and currently live about 1/4 mile from the Beltline. As a longterm city resident I welcome any improvements we can make to public transportation. But I am not in favor of running rail transit along the Beltline.

I've seen enormous changes and development intown, especially the increase in housing and residents. I've also seen traffic increase on surface streets as our system tries to absorb the increased population. Therefore I support public transportation and alternative means of transportation such as scooters - as long as they are driven lawfully.

I do not support a rail line along the Beltline because of its impact on the thousands who currently use it every day for transportation and recreation. The walkers, runners, bikers, scooters and everyone else enjoy the lovely views of the city, the terrific people watching, and relative quiet of these urban paths. A fixed rail line is unsightly and is noisy at times. It will mar the experience for the rest of the Beltline users and possibly decrease its use.

Thank you for your consideration of my opinions.

Sincerely,

Anne H. Farrissee
737 Virginia Circle NE

From: [Sarah H. Ledford](#)
To: [Opinion](#)
Subject: Rail transit in Atlanta
Date: Friday, December 13, 2019 4:18:44 PM

To the ARC,

As a new resident to Atlanta, having moved from large northeastern cities, I can firsthand speak to how the distinct lack of rail transit in Atlanta makes it a lesser city than those where equitable transit is available. Reading proposals of rapid bus lines, my first thought is that they will not work in Atlanta without dedicated bus lanes, and routes I have seen do not have the space for dedicated lanes. Instead, the ARC needs to invest heavily in rail rapid transit, such as that suggested by Nick Stephens

(<https://atlanta.curbed.com/2019/12/13/21020413/marta-atlanta-transportation-rail-trains-plans-federal-money>). This includes actually building the Beltline rail system, but also needs to include connection to the SE and SW portions of Atlanta. It is clear that this is what the citizens of Atlanta want and need as the city continues to grow.

Dr. Sarah H. Ledford
Atlanta, GA 30315

From: [Benjamin Poulos](#)
To: [Opinion](#)
Subject: Rail
Date: Wednesday, December 11, 2019 10:24:34 AM

Will we see any money actually put towards rail in our lifetime? This region is choking and more money spent on cars as a form of transportation is not the solution. 2045 for rail is ridiculous.

Best,
Ben

From: [Rowan, Josh](#)
To: [Sean Liang](#)
Cc: [Opinion; Bottoms, Keisha; marta \[REDACTED\]@itsmarta.com](#)
Subject: Re: Rail on the BeltLine by 2030!
Date: Monday, December 2, 2019 3:52:46 PM

Mr. Liang,

There is currently a complete street project scheduled for Howell Mill within the Renew program. The design is roughly 80% complete. Please feel free to reach out directly if you would like more information regarding Howell Mill.

Regards,

Josh Rowan

Sent from my iPhone

On Dec 2, 2019, at 3:11 PM, Sean Liang <[\[REDACTED\]@gmail.com](#)> wrote:

Dear members of the ARC,

A few years ago, I was one of the Atlanta voters who voted to pass the additional tax funding for both renewing our streets and funding public transportation (Renew Atlanta and the MARTA TSPLOST). In the years since, Renew Atlanta has proved itself to be a disappointment. I am saying that because I live off Howell Mill Road. While the district is booming, the traffic is getting worse. Yet, no money has been put into actually improving the situation despite our vote.

Now, the new proposal before you is another blow to the voters. The current timeline to build rail around the Beltline is far too long. I will be near retirement, assuming no delays, before it is built. Not to mention this is only a 15 mile plan, not the 22 mile plan that was advertised to us when we voted for it in 2016. Also, my section of the Beltline is not even covered (northwest! Always the last region to be left out despite growth).

Having said all that, 15 miles is better than nothing at all for decades to come. I want to let you know I support building the Beltline rail by 2030 so we have an alternative in this ever more congesting city. Anything short of that will be another broken promise to voters and I can assure you many of us will vote for nothing in the years to come. Please don't let us down again.

Regards,

Zhanxiang Liang

A concerned Atlanta Resident

From: [REDACTED] [me.com](#)
To: [Opinion](#)
Cc: [REDACTED] [atlantaga.gov](#); [REDACTED] [atlantaga.gov](#); [marta](#) [REDACTED] [itsmarta.com](#)
Subject: Re: Rail on the BeltLine by 2030!
Date: Tuesday, November 26, 2019 2:49:17 PM

Dear ARC,

I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works.

Warm Regards,

Atlanta Resident in Inman ParK

From: [Martin, Mary C](#)
To: [Opinion](#)
Subject: Regional Transportation Plan Comment
Date: Wednesday, December 11, 2019 10:12:29 AM

Hi,

I strongly support the MoreMARTA program and encouraging people to use transportation options besides their personal cars. I think as much money as possible should be spent on improving public transportation and building bike lanes on major roads, and not as much should be spent on expanding current highways and roads. I would also like to see more bike lanes similar to that on 10th St along Piedmont Park throughout all of Buckhead, Midtown, and Downtown.

Thanks,

Mary Catharine Martin

Sent from my iPhone

From: [Brandon Sutton](#)
To: [John Orr](#); [Opinion](#)
Cc: [Doug Hooker](#)
Subject: Regional Transportation Plan Feedback - Prioritizing Beltline Rail
Date: Thursday, December 12, 2019 4:54:23 PM

Dear John Orr and the ARC Transportation Committee,

I came before you earlier this year to make sure you were aware of recent developments with the transition of Hulsey Yard from an active intermodal facility to a now idle 70-acre parcel near the city's core, bisected by the Atlanta Beltline and flanked by 2 MARTA stations. The neighborhoods that are immediately impacted (Cabbagetown, Inman Park, Old Fourth Ward, and Reynoldstown) self-funded a Master Plan that was recently completed by Lord Aeck Sargent and has received accolades across the board. We expect official adoption by NPU-N and NPU-M along the journey to official adoption by the city in 2020. You can view the plan at this link:

<https://hulseymasterplan.com/master-plan>

I mention this today because transit through the site via the Beltline is central to the vision adopted in the plan. Without the transit component, the plan as envisioned is highly unlikely to work. The current timelines for building the Beltline transit loop in the Regional Transportation Plan are incompatible with the immediate needs of communities throughout the city, and are particularly problematic given the opportunities the Hulsey site offers. Put simply, the Hulsey site cannot be effectively developed as envisioned (implementing shared parking, advancing Beltline rail, integration of Beltline rail with MARTA, etc.) with Beltline transit completion pushed out 20-30 years. In the absence of the transit component, it's likely the Hulsey site will be developed as most others in the city have been in the past – reliant on car infrastructure and bloated parking facilities in an area that's already suffering from surface street gridlock. This would be a tragic missed opportunity.

I'm an Atlanta resident that voted for the More MARTA tax in large part because of the prospect of the full transit loop on the Beltline that was often mentioned as a project to be funded with the tax. Now that we've been paying the tax for 3 years, it's way past time to see action on the Beltline. It's shovel-ready. It's vital to fulfilling promises made throughout underserved neighborhoods along the Beltline (in particular to the south and west). It will relieve pressure on urban streets that cannot get handle any more car traffic. It just makes good sense.

At some point, we have to decide as a region that we're going to stop the insanity of adding more and more cars to already car-choked roads. Accelerating the timelines for Beltline transit is a crucial piece of the puzzle for not only residents of the city of Atlanta, but for those outside the city that can connect to an expanded rail network through the region.

I urge you to review the prioritization of Beltline transit and accelerate light rail along this important transportation corridor so that sites like Hulsey can fulfill their potential. We have a once-in-a-generation opportunity here, supported by overwhelming consensus amongst impacted communities. Please consider this and imagine the impact the Hulsey Master Plan referenced above paired with the Beltline light rail loop can have on other development opportunities in the region. We have a chance to set an example here. Let's not let this one slip through our hands.

Thank you in advance,

Brandon Sutton
Hulsey Yard Study Committee Member
170 Boulevard SE H523
Atlanta, Ga. 30312



From: [Jonathan Bounnakhom](#)
To: [Opinion](#)
Subject: Speed up light rail process
Date: Thursday, December 12, 2019 9:19:28 AM

Hello,

I live off of the beltline and I am in favor of the lightrail. It will definitely help with my commute and help to reduce my carbon footprint in the process. Let's get it started

Thank you,
Jonathan Bounnakhom

From: [Cierra H](#)
To: [Opinion](#)
Subject: Speeding up the Beltline Rail Timeline
Date: Wednesday, December 11, 2019 6:46:55 PM

To whom it may concern,

I am a resident of the Sylvan Hills neighborhood. I am a true Georgia Peach born and raised here and I love my city even with all of its congestion, expansion, and growth. However, its happening disproportionately across Atlanta. I would hate for SW Atlanta and all that it has to offer to be left out of this opportunity for light rail on the beltline.

The full vision of the Beltline, includes both transit and affordable housing; not only to be concentrated in particular areas but to be encompassed throughout the entire beltline system. That will make our city indeed an equitable, world-class city. But without transit funding there can be no rail on the Beltline, and 2045 is too late. Please fund and expedite the light rail on the beltline as it will greatly improve the beltline project in SW Atlanta.

Thank you,
Cierra Hamel

From: [Joe Blessing](#)
To: [Opinion](#)
Subject: streetcar on beltline
Date: Monday, December 2, 2019 11:36:14 AM

I am a fan of the beltline and want more mass transit. I agree with a slow approach to putting a streetcar on the beltline. The beltline is a great success whereas the streetcar has not been so successful. I think your needs for transit should not be superseded by a potentially unsuccessful beltline debacle.

Go slowly putting a streetcar on the beltline and I appreciate your efforts to make Atlanta more pedestrian and transit friendly city.

--

Joe

From: [REDACTED]@yahoo.com
To: [Opinion](#)
Subject: the Beltline Rail
Date: Wednesday, December 11, 2019 6:50:10 PM

Please fund and expedite the light rail on the beltline as it will greatly improve the beltline project in SW Atlanta.

From: [Hugh Malkin](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; marta [REDACTED]@itsmarta.com
Subject: The BeltLine was the only reason my family stayed in Atlanta
Date: Friday, December 13, 2019 4:45:08 PM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

Our work allows us to live anywhere but we chose to invest in Atlanta because of its potential through the BeltLine to allow us to live comfortably in an art/food/music/sport/education filled city as a one car family. Rail on the BeltLine would allow us to get to work, to shop, our two kids to school, to the doctor, groceries, and entertainment.

Due to the BeltLine's large size, low cost, defined affordable housing requirements, and proven capability to create massive investment, why is it not prioritized as the top transportation project in the region?

Atlanta has had 20 years with the idea of a BeltLine and now other cities are about to be able to offer the life we are after 20 years before Atlanta can. If the transportation priorities stay the same, my family will have a discussion about where we want to live.

Thanks you,

Hugh Malkin
408 Glenwood Ave SE Atlanta, GA. 30312 USA
[REDACTED] [REDACTED]@gmail.com | [REDACTED]

From: [Jordan](#)
To: [Opinion](#)
Subject: Timeline for belt line rail
Date: Wednesday, December 11, 2019 7:01:18 PM

To whom it may concern,

The full vision of the Beltline, includes both transit and affordable housing; not only to be concentrated in particular areas but to be encompassed throughout the entire beltline system. That will make our city indeed an equitable, world-class city. But without transit funding there can be no rail on the Beltline, and 2045 is too late.

Please fund and expedite the light rail on the beltline as it will greatly improve the beltline project in SW Atlanta.

Thank you,
Jordan Hamel

From: [Catherine Woodling](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; marta [REDACTED]@itsmarta.com; [REDACTED]@beltlinerailnow.org
Subject: Trains on BeltLine
Date: Tuesday, December 3, 2019 9:33:20 AM

Dear ARC Members,

Please make it a priority to provide train service on the BeltLine within 3 years. The BeltLine is a world-class and innovated transportation infrastructure and the world is watching us. Let's show the world that public transportation that truly connects Atlanta is a priority and not just a pipe dream. Our citizens and the environment are counting on you to do the right thing.

Sincerely,

Catherine Woodling

From: [Stefan Posey](#)
To: [Opinion](#)
Subject: Transit Feedback Notes
Date: Monday, December 16, 2019 1:17:08 AM
Attachments: [LightRail-King-Capital-TurnerField-Beltline.png](#)
[WestsideGreenLine.png](#)
[I-20-EmoryArmorLine.png](#)
[WestMidtown+MidtownLightRail.png](#)
[WestBlueLineExtension.png](#)
[WestBlueLineExtension2.png](#)

To the ARC

Saw an article in Curbed about this recently even though it is past the 13th I thought I'd send this in anyways.

Bus Rapid Transit:

- Use public private partnerships to convert mall parking lots into long term parking decks and rapid bus transit stations. If you can position shops and attractions between decks and the stop / station you can drive meaningful foot traffic to these properties which typically have good highway access and plenty of surface land area.
- Cumberland, Gwinnett place mall, town center, Greenbriar are in areas where they are near businesses, apartments etc but are lacking in utilization with the shift to e-retail and loss of traditional big box anchors.
- There is almost BRT from Cumberland to the Arts station. Only there isn't an official parking setup at the mall for this and its not really branded as BRT.
- A portion of these lots could also be developed into to a miniature Atlantic station concepts but with some form of transit where it is feasible to switch from car to bus to rail etc.
- I think some of this might be getting looked at in the CIDs but not sure.

Pedestrian Bridges:

- In areas with regional transit routes or the main arteries that are not highways might be a good idea. I didn't see this type of detail in the report.

Light Rail:

- Are there light rail options that can run off of bio diesel or some type of hybrid? I don't see the point in putting up those over head power lines on every inch of light rail that has to get costly.

Georgia Power Right of Ways:

- Is it possible to run any kind of rail in these? Some of them are quite large and go to useful locations.

Loading/Drop-off Restrictions:

- I was in Chicago in April they have loading and drop off restrictions on major roads forcing delivery drivers / rideshare to drop off on a side street. This is on the major arteries something like the regional transit routes I think.

Thanks,

--

Stefan

From: [Matt Miklic](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; [marta](#) [REDACTED]@itsmarta.com
Subject: Transit funding priorities
Date: Friday, December 13, 2019 11:50:17 PM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

I'll keep it short, as I'm sure you've gotten lots of messages on this topic. Beltline rail should be the next top priority for transit projects in Atlanta. The current plan to prioritize small portions of the Beltline is short sighted; it will contribute to unequal outcomes for the neighborhoods that it skips. We need to fund transit on the entire Beltline as soon as possible, and it should be our top priority along with BRT on city streets. The Beltline is why I moved to Atlanta years ago, and building its transit its the most important part of the project.

Thanks for your consideration,

Matt Miklic
Atlanta resident

From: [Grant Dollar](#)
To: [Opinion](#)
Subject: Transit on the Beltline
Date: Wednesday, November 27, 2019 8:37:30 AM

To whom it may concern,

I am writing to express my concern over the lack of transit planned for the Atlanta Beltline. As an Atlanta resident of over twelve years, the Beltline project presenting mobility options via rail around the core of the city has been the highlight of Atlanta development during my time here.

As a tech worker whose job it is to plan near and long term strategies for recruiting and keeping top tech talent in this city, it is difficult for me to understand how the long term vision of planned increases in city population density is not directly positively impacted by rail throughout the city. We need rail on the Beltline to continue to grow our tech sector, and we need it now.

I urge you to consider more rail, in the near term, so that we can best orient Atlanta as a beacon of planning and show to other competing cities that we have what it takes to be a city of the future.

Thank you,
Grant Dollar

From: [Thomas Barker](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; [marta](#); [REDACTED]@itsmarta.com
Subject: Transit solutions now, not 2040
Date: Thursday, December 12, 2019 4:25:19 PM

Dear Atlanta Regional Commission members, MARTA and Mayor Keisha Lance Bottoms:

Installing light rail along the BeltLine, as intended from the beginning of the project, would:

- help keep people in their homes and neighborhoods by reducing the need to own and maintain a car.
- deliver reliable, equitable, sustainable mobility that connects more Atlantans to jobs, destinations and opportunity.

I prefer to see Atlanta's half-cent transit tax pay for a project that makes Atlanta commuters the top priority. Regional projects should have regional funding.

Atlanta can't wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I would like to see the first trains in service on the BeltLine within three years, and running on the rest of the route faster than the inadequate timeline currently in the works.

Thanks for your consideration,

Atlanta resident

Sent from my iPhone

From: [Bill Miller](#)
To: [Opinion](#)
Subject: Transportation Plan
Date: Tuesday, December 3, 2019 6:04:12 PM

Please mark me down as placing the highest priority on building light rail along the Beltline. There is no doubt that over the next 30 years, hundreds of thousands of people will be either living or working along our already exploding Beltline corridor. Without the light rail/streetcar infrastructure, these individuals will have little choice but to rely on surface streets. And nothing in any plans that I have seen anticipates the current surface street system will be able to handle this additional traffic.

Our future lies in mass transit NOT freeways.

From: [Brandon Ley](#)
To: [Opinion](#)
Subject: Transportation plan
Date: Tuesday, November 26, 2019 9:43:11 AM

Please include full rail along the Beltline in your upcoming transportation plan. This city can't wait any longer for infill transportation solutions. Atlanta's reliance on cars has very seriously impacted the quality of life of it's citizens. The Beltline was never meant to be a sidewalk. Atlanta voted for transportation along the Beltline and it's officials need to step up and fight for it. Please help advocate for a better Atlanta by advocating for more transit.

Thank you.

-Brandon Ley

From: [Bill Miller](#)
To: [Opinion](#)
Subject: Transportation Plan
Date: Tuesday, December 3, 2019 6:04:12 PM

Please mark me down as placing the highest priority on building light rail along the Beltline. There is no doubt that over the next 30 years, hundreds of thousands of people will be either living or working along our already exploding Beltline corridor. Without the light rail/streetcar infrastructure, these individuals will have little choice but to rely on surface streets. And nothing in any plans that I have seen anticipates the current surface street system will be able to handle this additional traffic.

Our future lies in mass transit NOT freeways.

From: [David Ferris](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; [marta](#); [REDACTED]@itsmarta.com
Subject: We must prioritize Rail on the BeltLine
Date: Thursday, December 5, 2019 9:12:56 AM

Dear Regional Transportation Planners,

Over many years as a resident of Atlanta (I own a home in Kirkwood and teach/study at Emory), I have been inspired by the investment in the BeltLine as a public space that is transforming the city. But I have become deeply disheartened to witness the failure to make good on what should be a priority for the project and for regional transportation planning; integrated light rail. This is vital for delivering on the promise of the BeltLine to connect neighborhoods, distribute prosperity more equitably, increase mobility while decreasing carbon footprint. If rapid and substantial investment in and action on BeltLine is deferred any longer the whole project will be a symbol of municipal power sold out to developers and dominated by a privileged few. Don't let this happen. Please give us hope that a better future is possible for Atlanta and for the 45 connected neighborhoods along the BeltLine thanks to fidelity to the original vision, prominently including integrated rail.

The current plan is unacceptable I stand with others demanding to see trains in service on the BeltLine within 3 years. The more this is deferred, the more the BeltLine will change the city in perverse ways, bringing rail 20 years from now to neighborhoods that have already displaced the folks who most need to be connected now.

As an Emory employee, I also strongly support aggressive action on the Clifton Corridor. But BeltLine rail should be a priority for all of us in the region, as both a material and symbolic anchor of a regional plan fit for the 21st Century.

We are watching. Please don't let us down.

Sincerely,

David R. Ferris

167 Rockyford Rd NE
Atlanta, GA 30317

From: [Bradley Minton](#)
To: [Opinion](#)
Subject: We need beltline rail public transit!
Date: Sunday, December 1, 2019 12:14:45 PM

From: [Christopher Juckins](#)
To: [Opinion](#)
Subject: We need rail on the Atlanta Beltline now...not decades from now
Date: Tuesday, November 26, 2019 5:25:53 PM

Hello ARC,

Please know that I fully support rail/transit on the Atlanta Beltline now - not years from now as is currently proposed. We city of Atlanta taxpayers are PAYING NOW for the Beltline rail to be built out. Where is the progress on this?? Why do you want to push it out decades from now? That is not acceptable.

City of Atlanta voted to fund transit on the Beltline and we are owed transit.

Our household will be watching the ARC closely as this discussion comes up for debate.

Thank you for supporting rail on the Atlanta Beltline now...not later.

Regards,
Christopher Juckins

885 Saint Charles Ave NE
Atlanta, GA 30036

From: [Christopher Juckins](#)
To: [Opinion](#)
Subject: We need rail on the Atlanta Beltline now...not decades from now
Date: Tuesday, November 26, 2019 5:25:53 PM

Hello ARC,

Please know that I fully support rail/transit on the Atlanta Beltline now - not years from now as is currently proposed. We city of Atlanta taxpayers are PAYING NOW for the Beltline rail to be built out. Where is the progress on this?? Why do you want to push it out decades from now? That is not acceptable.

City of Atlanta voted to fund transit on the Beltline and we are owed transit.

Our household will be watching the ARC closely as this discussion comes up for debate.

Thank you for supporting rail on the Atlanta Beltline now...not later.

Regards,
Christopher Juckins

885 Saint Charles Ave NE
Atlanta, GA 30036

From: [Evan Maag](#)
To: [Opinion](#)
Subject: We Want Beltline Rail (and more rail in general)
Date: Thursday, December 12, 2019 1:39:10 PM

Hi,

I'm an Atlantan resident, fortunate enough to be near a MARTA heavy rail station. My commute is through heavy rail, and I can access most basic necessities by either walking or taking the train. I cannot state how transformative it is to have access to public transportation, especially since my most traveled route does not compete with the flow of unpredictable Atlanta traffic. Atlantans need this type of access more than ever and need to see transit expansion far quicker than the proposed timeline. It not only would fulfill the 'Equity' pillar of the revamped Atlanta City Design, but it will ease traffic, add convenience, and decrease Atlanta's contribution to climate change.

In 2014, one of my good friends stated that if the TSPLOST failed to fund this wild idea called the Atlanta BeltLine, he would have no problem moving from the city. As a software engineer, Georgia native, and graduate of Georgia Tech, he's exactly the type of citizen Atlanta wants to keep in the city. That 2014 vote failed, and he moved to Seattle to take an incredible job with Microsoft. Failing to move quickly on adding public transit severely limits Atlanta's attractiveness to outsiders looking to move here, residents considering whether or not to stay, and critically, businesses that are think about moving high-quality jobs to the area (Amazon...).

Further, the 2016 TSPLOST vote was predicated on delivering rail on the BeltLine - something that voters have not forgotten! A failure to deliver BeltLine rail will be an unkept promise in our eyes. The timeliness of keeping this promise is key. It has been three years already, and there has not been a single track laid down. This must be remedied - we all would like to see rails in service in three years. Six years is more than enough time to get the first section of rail running.

Thank you for your time and attention to this incredibly important topic, and I hope to see BeltLine. Rail. NOW!

Evan Maag

 [gmail.com](#)

Sent with [Gmelius](#)

From: [Kristina Smith](#)
To: [Opinion](#)
Subject: We Want Beltline Rail Now
Date: Monday, December 2, 2019 9:28:43 AM

To whom it may concern,

We want to see reliable transit linking dozens of Atlanta neighborhoods to existing MARTA lines by 2030.

We want to see Atlanta's half-cent transit tax we voted for pay for projects that move Atlanta commuters, not a grab bag of special-interest boondoggles (Northside pedestrian bridge) and add ons that weren't part of the plan when we voted for the tax. Don't bait and switch taxpayers and more importantly voters. We will remember this when elections roll around.

We want to see Ryan Gravel's vision of the BeltLine as a project that connects all Atlantans to jobs, destinations and opportunity become a reality sooner than 2030 and definitely in the next 30 years!

Kristina Smith (feeling jilted TSPLIT voter)

From: [Jonathan Canales](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; marta [REDACTED]@itsmarta.com
Subject: We want rail!
Date: Tuesday, November 26, 2019 5:25:41 PM

We have already funded the rail on the Beltline, and we want it! Stop using our money for projects we didnt agree to fund!

Dear ARC,

I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works. Warm Regards,
Atlanta Resident

From: [Jonathan Canales](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; marta [REDACTED]@itsmarta.com
Subject: We want rail!
Date: Tuesday, November 26, 2019 5:25:41 PM

We have already funded the rail on the Beltline, and we want it! Stop using our money for projects we didnt agree to fund!

Dear ARC,

I want to see trains in service on the BeltLine within 3 years. Atlanta can not wait until the 2040s for transit that connects the 45 neighborhoods along the BeltLine corridor. I want to see rail on the BeltLine faster than the inadequate timeline currently in the works. Warm Regards,
Atlanta Resident

From: [Ron Alonso](#)
To: [Opinion](#)
Subject: We're paying the tax ... now lay the tracks!!!
Date: Monday, November 25, 2019 11:20:48 AM

As a tax payer in the city of Atlanta, I want to see the half-cent transit tax pay for projects that move commuters around the city. I want reliable transit linking dozens of Atlanta neighborhoods to existing MARTA lines by 2030. I want to see the vision of the Beltline as a project that connects all Atlantans become a reality in my lifetime. We cannot continue to wait 20, 30 years for these results. Citizens want to see changes NOW!

Ron Alonso
1029 Piedmont Ave NE
Atlanta, GA 30309

From: [Myers, Dianna](#)
To: [David Haynes](#)
Cc: [Gil Grodzinsky](#); [Melissa Roberts](#); [Kyung-Hwa Kim](#)
Subject: FW: RTP Public Comment Period
Date: Friday, November 22, 2019 5:42:03 PM
Attachments: [RTP Update Documentation.msg](#)
[EPA Comments on the DRAFTARC CDR November 2019.docx](#)
Importance: Low

Hello David,

Here are EPA's comments on the Draft TARP2020. Let me know if you have any further questions

Dianna B. Myers

[U.S. Environmental Protection Agency](#)

Physical Scientist

Regional Transportation Conformity Contact

Air Regulatory Management Section

Phone: [REDACTED] Fax: [REDACTED]

e-mail [REDACTED] [epa.gov](#)

From: Rebecca Apter <[REDACTED]atlantaregional.org>
Sent: Wednesday, November 13, 2019 9:15 AM
To: Melissa Roberts <[REDACTED]atlantaregional.org>
Cc: John Orr <[REDACTED]atlantaregional.org>
Subject: RTP Public Comment

Good morning.

The Atlanta Region's Plan is a long-range blueprint that details the investments that will be made over the next 30 years to ensure metro Atlanta's future success and improve the region's quality of life. ARC and regional planning partners have prepared a draft update to the Atlanta Region's Plan, which includes revised regional policies and transportation through 2050.

The official public review and comment period for the draft of the Atlanta Region's Plan Regional Transportation Plan (RTP), draft FY 2020-2025 Atlanta Region Transportation Improvement Program (TIP), and the draft Conformity Determination Report (CDR) opened on November 11 and will close at midnight on December 13, 2019.

Regional Transportation Plan Draft Documents

[Regional Transportation Plan \(RTP\)](#)

- [RTP Appendices](#)
- [RTP Project List](#)

DRAFT
2050 RTP for the Atlanta Area

EPA Comments

- 1) Please provide links to the GHMPO and CBMPO RTPs and TIPs in the Introduction or Statement of Conformity because those areas are linked to ARC.
- 2) On page 9 in the section for the 1997 standard- please list the 20 counties.

I am providing some language below on the background and conformity requirements for South Coast II. I know that you have language already, but you can rephrase to help clarify these points below.

Background South Coast II Decision

On February 16, 2018, the United States Court of Appeals for the District of Columbia Circuit in *South Coast Air Quality Mgmt. District v. EPA* (“*South Coast II*,” 882 F.3d 1138) held that transportation conformity determinations must be made in areas that were either nonattainment or maintenance for the 1997 ozone national ambient air quality standard (NAAQS) and attainment for the 2008 ozone NAAQS when the 1997 ozone NAAQS was revoked on April 6, 2015. These conformity determinations are required in these areas after February 16, 2019. A portion of the Atlanta Area was designated attainment with a maintenance plan for the 1997 8-hour ozone NAAQS on May 21, 2012. Therefore, per the *South Coast II* decision, this conformity determination is being made for that partial portion of the 1997 8-hour ozone NAAQS.

1997 8-Hour Ozone “Orphan Area” Conformity Requirements

For the 1997 ozone NAAQS areas, transportation conformity for MTPs and TIPs for the 1997 ozone NAAQS can be demonstrated without a regional emissions analysis, per 40 CFR 93.109(c). This provision states that the regional emissions analysis requirement applies one year after the effective date of EPA’s nonattainment designation for a NAAQS and until the effective date of revocation of such NAAQS for an area. The 1997 ozone NAAQS revocation was effective on April 6, 2015, and the South Coast II court upheld the revocation. As no regional emission analysis is required for this conformity determination, there is no requirement to use the latest emissions model, except to address TCMs, or budget or interim emissions tests for the 1997 8-hour ozone NAAQS.

Therefore, transportation conformity for the 1997 ozone NAAQS for the ARC and GHMPO 2050 RTP and FY 2020 – 2025 Transportation Improvement Programs can be

demonstrated by showing the remaining requirements in Table 1 in 40 CFR 93.109 have been met.

These requirements, which are laid out in Section 2.4 of EPA's (November 2018) Guidance and are addressed in the remainder of the document and includes:

- Latest planning assumptions (93.110)
 - Consultation (93.112)
 - Transportation Control Measures (93.113)
 - Fiscal constraint (93.108)
- 3) On page 12- Recent conformity determination – please list that amendments 6 and 7 included conformity for the 1997, 2008 and 2015 8-hour ozone NAAQS in the table.
 - 4) On page 33 and 34- Table 5 and Figure 3 should both reflect that the emissions results are for both the 2008 and the 2015 8-hour ozone NAAQS.

From: [Cathy Clark Tyler](#)
To: [Opinion](#)
Subject: Transportation Equity
Date: Sunday, December 8, 2019 2:30:21 PM

PEDS has a deep concern for mobility options for those living in underserved communities particularly how they will be allowed to compete for jobs. What steps are being taken in the industry to guarantee that those living in our poorest communities have timely, affordable and safe accessibility to public transportation that will enable them to compete for jobs without risking their lives to traffic violence as Georgia remains sixth in the nation for pedestrian deaths.

Many communities continue to face poorly lighted bus stops, broken sidewalks, or no sidewalks and high speed traffic. Workers who live in these communities are many times employed in the service industry (hotels, restaurants, hospitals) and are coming and going to work in the early morning hours or during late night shift changes. —We are presently at a critical regional planning moment that must include those facing mobility challenges. Particularly at a time when the healthcare industry appears to be opening up more employment opportunities. Safely connecting more people to job centers is not only good for their livelihood, but it strengthens the economy of our region and the state as a whole.

Thank you for accepting my concerns about the challenges facing those who are many times voiceless when big decisions are being made that directly impact their day to day struggle to survive.

Cathy C. Tyler

Cathy Clark Tyler

President & CEO

PEDS | peds.org

 peds.org

(o) 



From: [Spencer](#)
To: [Opinion](#)
Subject: ARC plan comment
Date: Thursday, December 5, 2019 5:32:00 AM

As a daily commuter into Atlanta (downtown and midtown), how about a few basic things that would go a long way towards improving traffic flow.

1) Consolidate all (MARTA, GRTA, etc.) bus pickups and drop-offs to certain stops and build a cut-out for them to pull into so they are not blocking traffic. Build them on the 'far' side of intersections and leave a 4-way red signal on for a few seconds so they can pull out and back into traffic.

2) Enforce the 'block the box' laws! People parking themselves across intersections don't just cause jams, they cause road rage. You need to have cops at every major intersection slapping tickets on anyone who pulls into an intersection only to block it.

3) On a similar note, enforce parking laws and keep (mainly) trucks from parking in traffic lanes to deliver to stores and hotels. I can't count how many times I've seen semi-trailers pulled up to The Glenn hotel unloading stuff on the street in the middle of rush hour, completely blocking the left two lanes. Same for the area around 5 Points MARTA station. These impromptu lane closures have a ripple affect that jams traffic back for miles behind them.

You also need to look at traffic in West Midtown (or whatever it's called, 10th St and Howell Mill area)). The streets there are a disaster since none of the development took traffic into account.

From: [Brenda Roberts](#)
To: [Opinion](#)
Subject: ARC Plan
Date: Wednesday, December 4, 2019 1:08:38 AM

Why can't the commission think more boldly? One of the richest countries in the world cannot seem to come up with a plan that is worthy of this great country. These plans always continue the status quo..... more buses, HOV lanes, extensions of things that ultimately make it easier to use a car albeit inefficiently.

Where is the vision? Think BIG, be innovative, push the envelope. Be BOLD.

Is anyone at the ARC tired of following and aching to lead? Go for it!!
Sent from my iPhone

From: [Jeff Gantt](#)
To: [Opinion](#)
Subject: ARC's Regional Transportation Plan
Date: Wednesday, December 4, 2019 10:30:09 AM

Hi,

I'm Jeff, founder and CEO of Polaris Mobility. We're a healthcare transportation technology platform that helps broker ride needs to a network of transportation providers, including private transportation fleets, rideshare and volunteer drivers.

I just reviewed ARC's draft plan. Thanks for sharing. It's quite comprehensive with a lot of great information. As you can imagine our immediate interest is on transportation needs for the aging and disabled adult population in the metro area.

As the report calls out a significant up tick in adults over 65 years old by 2050, I would love to understand ARC's mobility plans for these group. I've been meeting with GA's DHHS transportation service section team to discuss their transportation strategy and technology investment and they suggested that we connect with the ARC. We are also in search of a public/private partnership to apply for the FTA's Mobility for all grant: <https://www.grants.gov/web/grants/search-grants.html> (FTA-2020-001-TPM).

I would love to get your thoughts on what we've built and share our vision to provide mobility for all in the adult aging and disabled adult communities and for Non-Emergency Medical Transport (NEMT) needs, understand your interest in the grant above and understand how we may serve the ARC.

Do you have 15-20 minutes to connect in the next few weeks prior to the start of the holidays?

Jeff

Jeff Gantt, Founder & CEO



From: [Adam Steinke](#)
To: [Opinion](#)
Subject: At regional plan
Date: Wednesday, December 4, 2019 8:16:43 AM

NO MORE MONEY FOR ROADS AND HIGHWAYS! It is a waste of money and time.

Have the state and city modernize its construction regulations to remove redundant rules to bring down costs. Hire engineers or managers from countries that excel at public transit like Japan, France or the Netherlands. Use the money to build a right of way light rail network. Have Marta buy up the land around the stations then develop it and charge business rent. Use this money for maintenance of the rails. Make sure the land is either midrises or high rises. Add congestion pricing to any highways ITP. Upzone anything close to transit.

From: [aunt elise](#)
To: [Opinion](#)
Subject: Atlanta Region's Plan comment
Date: Saturday, November 30, 2019 10:26:43 PM

I'm so disappointed and disheartened at what has happened to Atlanta.

I grew up in Birmingham and visited Atlanta all my life. I lived here from 1983 - 1997 and then moved to Los Angeles. L.A. at the time was similar to Atlanta [easy to get around and affordable] but on a larger scale. Ten years later, L.A. was too over-developed, crowded and expensive. I moved back to Atlanta in 2007. Twelve years later, the same thing has happened here. This is basically L.A. but without the ocean nearby. I remember what Atlanta used to be - it was a nice place to live.

Driving here is incredibly stressful now. I never encountered this degree of aggressive and rude drivers in L.A. The last time I visited L.A., I was shocked at how relaxed and polite most of the drivers were. I've also been pleasantly surprised at all the light rail popping up in L.A. whenever I visit.

I volunteered for the Atlanta BeltLine when I moved back here. Connecting BeltLine light rail to MARTA and the Streetcar and leaving our cars behind was a no-brainer. Why hasn't the Beltline light rail loop been built already? It was in the planning before the Clifton Corridor spur and should be higher on the priority list. I would love to take public transportation to work right now but there is no easy way to do that. Currently, it would end up taking me three times as long as my current commute each way.

For years, I heard that Atlanta would build a multimodal transportation hub, possibly in the Gulch. If it's not going to be in the Gulch, where is it going to be? The demolition of Atlanta's historic downtown train stations was short-sighted. The tiny Amtrak "station" at Deering and Peachtree is no substitute.

Blocking regional airports is also very short-sighted. Los Angeles has LAX, Burbank, Ontario, John Wayne [Orange County], San Bernadino and Long Beach.

I was just in Manhattan; currently, there are no shared electric scooters there. It was lovely.

There are few viable affordable housing options for me here. High-rise apartments, condos, townhouses and MacMansions aren't affordable or desired by everyone. I want to live in a cottage/bungalow courtyard in an intentional, walkable community. These types of "missing middle" pocket neighborhoods/infill housing were prevalent before the end of the WWII and were in the city zoning code until the 1980s. These types of housing, in addition to Accessory Dwelling Units [ADUs] and tiny houses need to be made legal, affordable and available immediately.

Atlanta has a history of tearing down historic buildings and erasing it's own history. Historic preservation and adaptive re-use should always be incentivized. Letting 152 Nassau Street be torn down for a Margaritaville Hotel is a disgrace. Atlanta was recently mentioned in the Ken Burns PBS "Country Music" documentary series. Fiddlin' John Carson recorded at 152 Nassau Street:

<http://www.nassaustreetsessions.com/?fbclid=IwAR3N6luOpSjwpt9GYMRd-W6NSVtQo57sMGiTwNL8DQXIn5tpPYqzIBNE-M>

Atlanta aspires to be a world class city. But it has focused too much on superficial tourist attractions [Olympics, Mercedes Benz Stadium, ferris wheel, etc] and not enough on substantial issues that would actually help its residents:

- 21st century public transportation and infrastructure
- variety of affordable housing [including Missing Middle pocket neighborhoods, infill housing, cottage/bungalow courtyards, ADUs, tiny houses]
- historic preservation/adaptive re-use
- vigilant protection of the tree canopy

These issues demand a grand, progressive and coordinated effort. Are you listening to and including these innovative thinkers in your decision-making process:

<https://beltlineraillnow.com/>

<https://www.microlifeinstitute.org/>

<http://kronbergwall.com/>

<https://www.historicatlanta.org/>

<https://www.georgiatruster.org/>

<https://www.treesatlanta.org/>

What is your legacy going to be? Are you going to propel Atlanta and the region into the future or are you going to squander yet another opportunity to turn this city and region around and make it work for all of its citizens and taxpayers?

Thanks

From: [Jaime Dutro](#)
To: [Opinion](#)
Subject: Atlanta Transportation Plan
Date: Thursday, December 12, 2019 8:47:22 AM

We monitor (with professional equipment) traffic volumes and speeds in our neighborhood and have seen 18-35% increases on the 25mph small residential streets making them unsafe for residents. This is largely due to congestion on adjacent state roads Clairmont Road and LaVista Road and, significantly, apps that direct traffic around that congestion. So, yes, these roads do need to be improved to make flow more efficient but no, we do not want to see them become 6 lane interstates.

One of the biggest reasons our interstates are a mess is due to large 18 wheelers. Since we killed the railroads that use to move most heavy freight, trucks have taken over the roads and make all traffic less safe. Enforcing the ban on large trucks on the connector and creating truck-only through lanes for I-75, I-85 and I-20 would greatly improve flow and safety and be more efficient spending than bulk lane adding.

The problem in metro Atlanta is it's in a state that favors "freedom" over the public good, single driver cars and trucking firms over convenient public transit, big business road builders over real vision for the common good. Anyone who has ever traveled to a country or city with good public transport, where a car is not really needed because there are alternatives, knows that Atlanta and Georgia have it all wrong. I seriously question, given the proposed division of the \$173B that's been published, if the region even has the will to create a transit vision for the future. Public officials, businesses, even news outlets seem to profit more from hyping fear and racism, not hope. Sad.

So my comment is – spend this money mostly on public transportation, then truck lanes, and then only necessary maintenance, not just more lanes.

Jaime Dutro
Sagamore Hills Civic Association, Traffic Committee



From: [Brittney Thornton](#)
To: [Opinion](#)
Subject: Atlanta transportation
Date: Wednesday, December 4, 2019 4:55:49 PM

So the major problem with traffic in Atlanta for one alot of out of towers here and they bring the driving laws from another state. Second the curves here people can't drive well on a curve I'm not sure why but as you all see the Grady curve has the most traffic once Atl drivers learn how to grip the curve traffic will improve. I'm a Atlanta native and see the problem daily include a test drive on a curve for all people looking to get a license here in Georgia.

From: [Tim Haney](#)
To: [Opinion](#)
Subject: Atlanta's traffic problem solutions
Date: Tuesday, December 3, 2019 1:25:31 PM

To whom it may concern,

I believe a large part of Atlanta's traffic problem can be solved by correct signage.

In the digital age of overhead signs that can be changed in an instant, this shouldn't be that difficult. However it would require more digital signs that are up to date.

There is a great number of drivers either unsure where to go (as in what lane to be in) or confused by the constant merging of the roads.

Better signs that communicate this would make a great difference.

For example the merge on I-20 is always clogged at all hours of the day. This only happens because drivers are unsure, not due to the amount of cars.

So many confused drivers on the road in Atlanta it makes for a complicated experience when clarity should reduce a lot of the friction.

Regards,

Tim Haney

From: [Simon Berrebi](#)
To: [Opinion](#)
Subject: Comments On Long Range Plan
Date: Thursday, December 5, 2019 10:28:05 AM

Hello,

I am a Postdoctoral Fellow at Georgia Tech in Transportation Engineering. I have two comments on the 30 year regional transportation plan:

1. I do not believe that the public engagement process you have created will lead to meaningful feedback:

- There should be an online form to reduce the burden of engagement
- Two weeks over thanksgiving is too short

2. The budget should be summarized by mode.

- There are 215 arterial widening projects. How much \$ is that total? How can you expect the public to weigh in without that information?
- Furthermore, you are aware that road widening does not improve congestion.

I believe that the region should not invest in further road widenings. If we were serious about accommodating population growth, curbing pollution, and facing the climate crisis, we would be investing in alternative modes to the automobile.

Cordially,

—

Simon J Berrebi, Ph.D.
Postdoctoral Fellow  Georgia Tech
<http://berrebi.net>


From: [turp879](#)
To: [Opinion](#)
Subject: Comments on the plan
Date: Thursday, December 5, 2019 9:53:03 AM

In my opinion, metro Atlanta needs to prioritize vehicular connectivity and implement smart technology on the streets. For those concerned about fossil fuels, promotion of electric power should be done, perhaps as part of a different program. In-town rail or light rail, although appealing at first, does not prove to be efficient in the long run. Case in point, MARTA itself, which through the years, has not impacted on most residents, although this failure could have been related to the exponential growth of the city. I would reserve rail systems towards integration of peripheral communities to the main orb. In-town public transportation must be fluid and highly adaptable. For instance, the Clifton corridor, a 60 year old idea, around a track that was built 100 years ago (seaborn/csx) and probably will be stuck for another 100 more. It may solve Emory's workforce parking issues, but little will do for its affluent neighbors and students that like to opt for the privacy of an uber. We need fresh ideas, increase efficiency through new technologies without having to feel of sacrifice in name of prosperity.

CA

From: [Butler, Maggie R](#)
To: [Opinion](#)
Subject: Feedback on Regional Transportation Plan
Date: Tuesday, December 3, 2019 11:27:47 AM

Hi there,

I wanted to give feedback on the upcoming Regional Transportation Plan. I've organized my priorities and areas of focus into pillars.

- Increase support for alternative transportation / commuters
 - Increase rail and light rail
 - Focus and improve efficiency, on time arrival and consistency of current MARTA rail
 - Propose bus-only lanes throughout the city in congested roads, allowing for faster commute times on buses
 - Some cities share bike and bus lanes, making it a fast lane for both alternate commuters
 - Upgrade bus technology that displays next bus stop while on the bus. Implement waiting times at bus stations
 - Integrate pass system for public transportation that allows efficiency (e.g. in Paris, the Navigo card works on the metro, commuter trains, buses, trams, and shared bikes) making it easy for people to sign up and access their transportation needs
 - Expand bike sharing program, adding new bike stations and possible implementation of electric bikes
 - Create incentives for battery boosted e-bikes
 - Promote / partner with businesses to work remote
 - Focus on being carbon neutral
- Road support, Pedestrian Focused
 - Continue to invest in road improvements, with focus on pedestrian and biker / scooter safety
 - Ease regulations, promote, and allow store fronts outdoor café seating / landscaping. People presence will promote a sense of walkability and engagement
 - Create mini “parks” in areas of underutilized land or space; integrated with bike racks, barriers of road / bike space, etc.
- Equity
 - Implement local and rapid services, where applicable, ensuring neighborhoods with less access to transportation have local options of busing / other options
 - Rapid services can focus on the hub and spoke areas (e.g. connect to Marta stops and make longer stops in areas with higher transportation options for the last mile stops)
 - Ensure transportation helps aid in equity, not inequality
- Fighting Traffic
 - Amazon and deliveries: limit deliveries to inner Atlanta neighborhoods to specific times, with a maximum number of deliveries capped for each area
 - Promote USPS and Amazon last mile deliveries on bicycle

Let me know if you have any questions! I've lived in Paris for three years and am happy to provide information on public transportation initiatives there.

Thanks,
Maggie

Maggie Butler

From: [Shannon Bell](#)
To: [Opinion](#)
Subject: For metro expansion
Date: Thursday, December 5, 2019 11:04:43 AM

I'm a resident in the 30318 zip code that is for expansion of our metro transportation provided much need ease on our roads and more jobs for our city.

--

Shannon Doyle Bell

E: [REDACTED] [gmail.com](#)

P: [REDACTED]

From: [GREGORY ROBINSON](#)
To: [Opinion](#)
Subject: Future traffic plan
Date: Monday, December 9, 2019 7:23:21 PM

Cars drive on odd even system,exception for couriers who could pay to be exempt, including Uber Lyft taxi, limo with paid sticker from Gdot. This would apply only to inside 285.
Large truck deliveries 8 pm - 6 am. Only. No exemption.Inside perimeter only. Other cities could opt in...
Truck only lanes on freeways outside 285 mandatory.

Sent from my iPad

From: [Melissa Roberts](#)
To: [Opinion](#)
Subject: FW: RTP Public Comment
Date: Thursday, November 14, 2019 11:07:54 AM

Melissa Roberts
P| 470-378-1563
[\[REDACTED\]atlantaregional.org](#)

From: Rebecca Apter <[\[REDACTED\]atlantaregional.org](#)>
Sent: Thursday, November 14, 2019 10:42 AM
To: Melissa Roberts <[\[REDACTED\]atlantaregional.org](#)>
Subject: FW: RTP Public Comment

Becky Apter
Administrative Coordinator
P: 470.378.1557
[\[REDACTED\]atlantaregional.org](#)

From: Chris Montesinos <[\[REDACTED\]villarica.org](#)>
Sent: Thursday, November 14, 2019 8:54 AM
To: Rebecca Apter <[\[REDACTED\]atlantaregional.org](#)>
Subject: RE: RTP Public Comment

I think it looks really good – good job!

Chris Montesinos, AICP, CME
Deputy Director of Community Development
571 West Bankhead Highway, Villa Rica, GA 30180
[\[REDACTED\]](#) [\[REDACTED\]](#)
www.villarica.org or facebook.com/cityofvillarica



From: Rebecca Apter [[mailto:\[REDACTED\]atlantaregional.org](mailto:[REDACTED]atlantaregional.org)]
Sent: Wednesday, November 13, 2019 9:15 AM
To: Melissa Roberts <[\[REDACTED\]atlantaregional.org](#)>

Cc: John Orr <[REDACTED]@atlantaregional.org>

Subject: RTP Public Comment

Good morning.

The Atlanta Region's Plan is a long-range blueprint that details the investments that will be made over the next 30 years to ensure metro Atlanta's future success and improve the region's quality of life. ARC and regional planning partners have prepared a draft update to the Atlanta Region's Plan, which includes revised regional policies and transportation through 2050.

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Regional Transportation Plan Draft Documents

[Regional Transportation Plan \(RTP\)](#)

- [RTP Appendices](#)
- [RTP Project List](#)
- [RTP Project Map](#)
- [Conformity Determination Report \(CDR\)](#)

Public comments may be submitted in writing via email or mail, over telephone, or orally at a public hearing scheduled during the regularly scheduled Transportation and Air Quality Committee meeting on November 14, 2019 at 10:30 am.

Regional Transportation Plan (RTP) Approval Timeline:

Public comment: 11/11/19 – 12/13/19

Public hearing:

Transportation & Air Quality Committee, 11/14/19 at 10:30 am, ARC's Conference Center, 229 Peachtree St. NE, Atlanta, GA 30303

Approvals:

- Transportation Coordinating Committee: 2/7/20
- Transportation Air Quality Committee: 2/13/20
- ARC Board: 2/26/20

[RTP Legal Notice](#)

Process to Submit a Comment:

The public review and comment period will run through December 13, 2019. ARC must receive comments postmarked by midnight on that date in order to be considered in the official record of comments. A summary of all comments received during the period and responses to those comments will be presented to ARC's technical and policy committees and the ARC Board for their consideration before taking action on the RTP, TIP, and CDR.

Please address your written comments to:

John Orr, Manager- Transportation Access & Mobility Group
Atlanta Regional Commission
229 Peachtree St., NE
Atlanta, GA 30303

Email: [REDACTED] [atlantaregional.org](mailto:[REDACTED]@atlantaregional.org)

All inquiries and requests for alternative formats of plan materials can be addressed to Melissa Roberts, Atlanta Regional Commission, via [REDACTED] [atlantaregional.org](mailto:[REDACTED]@atlantaregional.org) or 470-378-1563.

To see what is in the current plan (approved in 2016), explore the [currently adopted policies and projects](#).

Additional information on draft plans, policies, and process is available on the [Atlanta Region's Plan Update](#) website.

Melissa Roberts
Community Engagement and Equity Manager
Transportation, Access and Mobility Group

From: [Patrick Bradshaw](#)
To: [Opinion](#)
Subject: FW: Updates-new projects not in PLANIT
Date: Wednesday, December 4, 2019 9:20:30 AM
Attachments: [image001.png](#)
[Changes to new projects.xlsx](#)

For public comment report. Updates from GDOT on project funding amounts.

From: Green, Henry <[REDACTED]@dot.ga.gov>
Sent: Tuesday, November 5, 2019 9:08 PM
To: Patrick Bradshaw <[REDACTED]@atlantaregional.org>
Subject: FW: Updates-new projects not in PLANIT

PI# 0013901
GW-184B

Shift FY 2025 (2nd PE line) \$7.8M to ROW.

From: Green, Henry
Sent: Thursday, October 31, 2019 12:14 PM
To: Patrick Bradshaw <[REDACTED]@atlantaregional.org>
Cc: Robinson, Charles A. <[REDACTED]@dot.ga.gov>; Peevy, Phillip M. <[REDACTED]@dot.ga.gov>; Hicks, Edward P <[REDACTED]@dot.ga.gov>; Weiss, Megan J <[REDACTED]@dot.ga.gov>; McLoyd, Johnathan G <[REDACTED]@dot.ga.gov>; Height, Bakari <[REDACTED]@dot.ga.gov>
Subject: Updates-new projects not in PLANIT

Attached is a list of changes for NEW projects that are not in PLANIT.
Please update your master project sheet (TARP).

Please call if there are any questions

Thanks

Henry D. Green
Transportation Planner



Office of Planning
600 West Peachtree St., 5th Floor
Atlanta, GA, 30308
[REDACTED] office

Hands-free cell phone use is the law when driving in Georgia. When drivers use cell phones and other electronic devices it must be with hands-free technology. There are many facets to the law. For details, visit <https://www.gahighwaysafety.org/highway-safety/hands-free-law/>

From: [Hoffmann, Michael H](#)
To: [Opinion](#)
Subject: input to the Regional Transportation Plan 2020
Date: Wednesday, December 11, 2019 9:35:12 AM

Greetings!

Thank you very much for providing the opportunity for community input to the ARC's Regional Transportation Plan 2020. After reading large parts of your Draft I think that the challenges posed by your expectation that the population in the two counties that form the City of Atlanta will grow, on average, by about 42% by 2050 (Table 1, page 15) require much bolder planning ideas than you propose. I share your reasoning regarding the need of a shift from the car to public transportation and to walking, bicycling, and e-scooting. However, I have two concerns that I would like to ask you to take into account:

1. I do not think that the proposed transformation of lanes on roads into bike lanes and may be broader sidewalks will bring the expected effects. My main reason is not safety (which remains, of course, a serious issue) but pollution and stress. I am commuting by bicycle along North Avenue, Northside Drive, and Donald Lee Holloway Pkwy -- a stretch of 3 miles in my case -- for the past seven years, and the health effects are showing now. It is terrible. These roads are certainly extreme examples but the basic problem remains, as can be seen after the transformation of Marietta St NW has been completed: At the times when I would bike there, there is always traffic with massive pollution and it is not pleasant to bike alongside cars. It seems to be me that cycling, walking, and e-scooting can only be really attractive if connections are completely separated from car traffic -- as can be seen on the Beltline.
2. There are simply not enough roads, and not enough space for additional roads, to satisfy the needs that come with an increasing population.

Here are a few more radical components of a possible solution:

- Road pricing. This has been done in London and other cities with great success.
- Increasing the costs of car ownership in the city. In Denmark the purchase of a car, be it new, used, or imported, is taxed by 180%. That means, a car that costs \$10,000 here costs \$28,000 there. The effect is visible particular in Copenhagen. There are not many people living in the city who own a car. Well, this would be really radical around here but a part of the same effect can be achieved by limiting parking opportunities or increasing the price for parking.
- Smart transportation. There is room for something new between taxis / Uber on one side and MARTA buses and trains on the other: public transportation on demand. People can request to be picked up at a certain time and location, a computer calculates the best routes for satisfying these requests and sends mini-buses that collect people and bring them to central public transportation hubs.

Thanks again,

Michael Hoffmann

From: [Matt Mycko](#)
To: [Opinion](#)
Subject: Keep Metro ATL Moving
Date: Tuesday, December 3, 2019 3:39:08 PM

Hello,

Thank you for taking the time to read my opinion. I think the investment into Atlanta's transportation is a great move but, the budget cannot hit the people of metro Atlanta. I'm feeling it is time to push people out of their cars and into different modes of transportation. By this, I mean don't invest in roadways anymore. The worse it gets for the driving folks the less they are to drive in traffic. The major reason why folks rather drive is they love to show off their cars, MARTA seems unsafe and unreliable, and Atlanta has grown in a terrible way. What I mean by terrible way is the fact that expansion of this city has been along the 400 corridor and not around the city center. If you look at Europe, all their cities have development from the center and out. They've also been more pedestrian and public transportation focused. If Atlanta would think more outside the box and look over to other countries where they have been developing for many more years than the USA, we could probably solve our traffic woes and be a leading example for all of America. Also, think green! No more carbon footprints! It would also be helpful if you offered tax rebates or some incentive to get the folks off the roads. For example, relocating closer to their jobs could benefit them in helping with their closing cost, or if they take MARTA pay for that cost. These could help until Atlanta's traffic woes until they have been solved.

Thanks again for reading my opinion!

MATT MYCKO

Restaurant Design Manager

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5620 Glenridge Dr. | Atlanta, GA 30342



From: [German Vergara](#)
To: [Opinion](#)
Subject: Public Input
Date: Tuesday, December 3, 2019 1:59:40 PM

To whom it may concern,

I'm a resident of Midtown, Atlanta. From my perspective, the city urgently needs generous investment in three areas: protected bicycle lanes in the entire core area of the city (everything within the beltline), light rail on ALL of the beltline (as already voted for by the city residents), and new zoning regulations that would allow for a larger part of the city to be devoted to mixed-use residential areas instead of single-family housing. I hope that city officials will make the right decisions for the city. The residents of this city want and expect a denser, walkable city where different mobility options are available, including biking, scooters, buses, Marta lines, and buses.

Thank you for your consideration.

Germán Vergara

From: [Patrick Bradshaw](#)
To: [Melton, Boyd \(FTA\)](#); [David Haynes](#); [Mitchell, Stanley \(FTA\)](#); [Crocker, John \(FTA\)](#)
Cc: [Walker, Julia \(FTA\)](#); [Steve Lewandowski](#); [Opinion](#)
Subject: RE: RTP Update Documentation
Date: Wednesday, November 13, 2019 10:08:52 AM
Attachments: [AR-490A1.pdf](#)

Good morning,

The fact sheet for the project in question was not generated due to a transcription error on my part. I deleted few phases associated with the project and changed the project status field in the database in error. The project was included in the plan update financial analysis as well as the travel demand model in the 2030 network year. Please see the attached fact sheet for the corrected details in the status field (Long Range instead of delete). This feedback and correction will be captured as part of the official public comment period for the Atlanta Region's Plan 2050 update, which opened on Monday and will run through December 13th.

Please let me know if you have any questions and thanks,

Patrick Bradshaw, AICP
Transportation Improvement Program Administrator

Atlanta Regional Commission
regional impact + local relevance

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From: Melton, Boyd (FTA) <Keith [REDACTED] dot.gov>

Sent: Wednesday, November 13, 2019 9:56 AM

To: David Haynes <[REDACTED]@atlantaregional.org>; Mitchell, Stanley (FTA) <stanley.a[REDACTED].dot.gov>; Crocker, John (FTA) <john[REDACTED].dot.gov>
Cc: Walker, Julia (FTA) <julia.[REDACTED].dot.gov>; Patrick Bradshaw <[REDACTED]@atlantaregional.org>; Steve Lewandowski <[REDACTED]@atlantaregional.org>
Subject: RE: RTP Update Documentation

Thanks, David, Stan and John et. al. for looking into this.

From: David Haynes [[mailto:\[REDACTED\]@atlantaregional.org](mailto:[REDACTED]@atlantaregional.org)]
Sent: Wednesday, November 13, 2019 9:40 AM
To: Mitchell, Stanley (FTA) <[stanley.a\[REDACTED\].dot.gov](mailto:stanley.a[REDACTED].dot.gov)>; Crocker, John (FTA) <[john\[REDACTED\].dot.gov](mailto:john[REDACTED].dot.gov)>
Cc: Walker, Julia (FTA) <[julia.\[REDACTED\].dot.gov](mailto:julia.[REDACTED].dot.gov)>; Patrick Bradshaw <[REDACTED]@atlantaregional.org>; Steve Lewandowski <[REDACTED]@atlantaregional.org>; Melton, Boyd (FTA) <[Keith\[REDACTED\].dot.gov](mailto:Keith[REDACTED].dot.gov)>
Subject: RE: RTP Update Documentation

The streetcar east extension from Jackson Street to Ponce City Market is AR-490A1. It appears that it may have accidentally been omitted from the project list and we're trying to determine why/when that occurred. That project is shown in our database as 100% locally funded (\$149M) and scheduled for the 2026-2030 timeframe.

From: Mitchell, Stanley (FTA) <[stanley.a\[REDACTED\].dot.gov](mailto:stanley.a[REDACTED].dot.gov)>
Sent: Tuesday, November 12, 2019 12:21 PM
To: Crocker, John (FTA) <[john\[REDACTED\].dot.gov](mailto:john[REDACTED].dot.gov)>; David Haynes <[REDACTED]@atlantaregional.org>
Cc: Walker, Julia (FTA) <[julia.\[REDACTED\].dot.gov](mailto:julia.[REDACTED].dot.gov)>; Patrick Bradshaw <[REDACTED]@atlantaregional.org>; Steve Lewandowski <[REDACTED]@atlantaregional.org>; Melton, Boyd (FTA) <[Keith\[REDACTED\].dot.gov](mailto:Keith[REDACTED].dot.gov)>
Subject: RE: RTP Update Documentation

Oh. My bad. Did I miss the East streetcar extension somewhere?

Stan Mitchell
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From: Crocker, John (FTA)
Sent: Tuesday, November 12, 2019 11:25 AM
To: Mitchell, Stanley (FTA) <[stanley.a\[REDACTED\].dot.gov](mailto:stanley.a[REDACTED].dot.gov)>; David Haynes <[REDACTED]@atlantaregional.org>
Cc: Walker, Julia (FTA) <[julia.\[REDACTED\].dot.gov](mailto:julia.[REDACTED].dot.gov)>; Patrick Bradshaw <[REDACTED]@atlantaregional.org>; Steve Lewandowski <[REDACTED]@atlantaregional.org>; Melton, Boyd (FTA)

<Keith [REDACTED] dot.gov>

Subject: RE: RTP Update Documentation

David,

Just confirming that AR-457 is the North Avenue BRT from North Avenue MARTA station to PCM and not the east streetcar extension.

John

From: Mitchell, Stanley (FTA)

Sent: Friday, November 8, 2019 9:34 AM

To: David Haynes <[REDACTED] atlantaregional.org>

Cc: Crocker, John (FTA) <john [REDACTED] dot.gov>; Walker, Julia (FTA) <julia [REDACTED] dot.gov>; Patrick Bradshaw <[REDACTED] atlantaregional.org>; Steve Lewandowski

<[REDACTED] atlantaregional.org>; Melton, Boyd (FTA) <Keith [REDACTED] dot.gov>

Subject: RE: RTP Update Documentation

Thank you, David. Regarding your response to AR-457, this contradicts what MARTA provided The ATL in their August 2019 submission to the ARTP, which shows a \$266.3M total project cost. Do you know how or when MARTA made this change? The last information we have for this segment is from ABI back in 2017, which was rail. Part of this corridor was covered in the Tier 1 EIS for the BeltLine and switching to ART represents a major change from the EIS.

Stan Mitchell

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From: David Haynes [[mailto:\[REDACTED\] atlantaregional.org](mailto:[REDACTED] atlantaregional.org)]

Sent: Thursday, November 7, 2019 2:57 PM

To: Mitchell, Stanley (FTA) <[stanley.a \[REDACTED\] dot.gov](mailto:stanley.a [REDACTED] dot.gov)>

Cc: Crocker, John (FTA) <[john \[REDACTED\] dot.gov](mailto:john [REDACTED] dot.gov)>; Walker, Julia (FTA) <[julia \[REDACTED\] dot.gov](mailto:julia [REDACTED] dot.gov)>; Patrick Bradshaw <[REDACTED] atlantaregional.org>; Steve Lewandowski

<[REDACTED] atlantaregional.org>; Melton, Boyd (FTA) <[Keith \[REDACTED\] dot.gov](mailto:Keith [REDACTED] dot.gov)>

Subject: RE: RTP Update Documentation

Stan, see responses below in **red**.

From: Mitchell, Stanley (FTA) <[stanley.a \[REDACTED\] dot.gov](mailto:stanley.a [REDACTED] dot.gov)>

Sent: Wednesday, November 6, 2019 1:42 PM

To: David Haynes <[REDACTED]@atlantaregional.org>
Cc: Crocker, John (FTA) <john.[REDACTED]@dot.gov>; Walker, Julia (FTA) <julia.[REDACTED]@dot.gov>; Patrick Bradshaw <[REDACTED]@atlantaregional.org>; Steve Lewandowski <[REDACTED]@atlantaregional.org>; Melton, Boyd (FTA) <Keith.[REDACTED]@dot.gov>
Subject: RE: RTP Update Documentation

David,

I found a couple of other things:

1. I noticed that project AR-457 doesn't have any federal funding. I think this is supposed to be the streetcar extension from the current track east to Ponce City Market and shows \$36.5M in local funds. Is this correct? It seems low for rail. **This corridor is no longer planned to be light rail / streetcar based on info provided by MARTA. It will be arterial BRT instead. MARTA also indicated that they do not intend to pursue federal funding for that particular project.**
2. TIGER is cited as a funding source for future work and that should be BUILD or "FTA Discretionary" per your discussion with John Crocker today. **This is something we will discuss internally and determine what changes should be made prior to the final plan being approved. Additional guidance from FTA would also be appreciated. If a transit expansion project is dependent on federal funding to advance, my initial thought is that we probably should use a generic "FTA Discretionary" funding description (or something similar). When and if a project actually receives federal funding from a specific pot of money, however, it would make sense to show that specific source.**

Regards,

Stan Mitchell
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From: David Haynes [[mailto:\[REDACTED\]@atlantaregional.org](mailto:[REDACTED]@atlantaregional.org)]
Sent: Tuesday, November 5, 2019 12:33 PM
To: Mitchell, Stanley (FTA) <[stanley.a.\[REDACTED\]@dot.gov](mailto:stanley.a.[REDACTED]@dot.gov)>
Cc: Crocker, John (FTA) <john.[REDACTED]@dot.gov>; Walker, Julia (FTA) <julia.[REDACTED]@dot.gov>; Patrick Bradshaw <[REDACTED]@atlantaregional.org>; Steve Lewandowski <[REDACTED]@atlantaregional.org>
Subject: RE: RTP Update Documentation

Hi Stan,

Thanks for noticing that discrepancy and bringing it to our attention. I am pretty sure it's just a database error and that both projects were coded and modeled in the conformity runs. I've copied

a couple of people (Patrick and Steve) who can confirm (or correct) my assumptions and make any necessary corrections to the documentation.

David

From: Mitchell, Stanley (FTA) <[stanley.a\[REDACTED\].dot.gov](mailto:stanley.a[REDACTED].dot.gov)>
Sent: Tuesday, November 5, 2019 9:34 AM
To: David Haynes <[\[REDACTED\].atlantaregional.org](mailto:[REDACTED].atlantaregional.org)>
Cc: Crocker, John (FTA) <[john\[REDACTED\].dot.gov](mailto:john[REDACTED].dot.gov)>; Walker, Julia (FTA) <[julia\[REDACTED\].dot.gov](mailto:julia[REDACTED].dot.gov)>
Subject: RE: RTP Update Documentation

David,

I noted that project AR-409A is shown as exempt from AQ analysis. I'm unfamiliar with the project and was wondering why, given the similar AR-409B is in the regional conformity analysis?

Thank you,

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From: David Haynes [[mailto:\[REDACTED\].atlantaregional.org](mailto:[REDACTED].atlantaregional.org)]
Sent: Monday, November 4, 2019 3:04 PM
To: Amanda Reed <[amanda\[REDACTED\].gwinnettcountry.com](mailto:amanda[REDACTED].gwinnettcountry.com)>; Andrew Heath <[\[REDACTED\].dot.ga.gov](mailto:[REDACTED].dot.ga.gov)>;
Edwards, Andrew (FHWA) <[andrew\[REDACTED\].dot.gov](mailto:andrew[REDACTED].dot.gov)>; Annie Gillespie
<[\[REDACTED\].georgiatolls.com](mailto:[REDACTED].georgiatolls.com)>; Artagus Newell <[\[REDACTED\].romea.us](mailto:[REDACTED].romea.us)>; Ben Rabun
<[\[REDACTED\].dot.ga.gov](mailto:[REDACTED].dot.ga.gov)>; ccomer dot.ga.gov <[\[REDACTED\].dot.ga.gov](mailto:[REDACTED].dot.ga.gov)>; Carol Kemker
<[kemker\[REDACTED\].epa.gov](mailto:kemker[REDACTED].epa.gov)>; Charles Robinson <[\[REDACTED\].dot.ga.gov](mailto:[REDACTED].dot.ga.gov)>; Daniel Dolder
<[\[REDACTED\].dot.ga.gov](mailto:[REDACTED].dot.ga.gov)>; Dave Cassell <[\[REDACTED\].grta.org](mailto:[REDACTED].grta.org)>; Deborah Basnight
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John Orr <[\[REDACTED\].atlantaregional.org](mailto:[REDACTED].atlantaregional.org)>; Johnathan McLoyd <[\[REDACTED\].dot.ga.gov](mailto:[REDACTED].dot.ga.gov)>; Jon Morton
<[jon\[REDACTED\].mindspring.com](mailto:jon[REDACTED].mindspring.com)>; Joseph Boyd <[\[REDACTED\].hallcounty.org](mailto:[REDACTED].hallcounty.org)>; Kaycee Mertz
<[\[REDACTED\].dot.ga.gov](mailto:[REDACTED].dot.ga.gov)>; Kayla Schaaf <[\[REDACTED\].romea.us](mailto:[REDACTED].romea.us)>; Melton, Boyd (FTA)
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<[REDACTED]@atlantaregional.org>; Kyle Mote <[REDACTED]@dot.ga.gov>; Kyung-Hwa Kim <[REDACTED]@atlantaregional.org>; Jones, Latoya (FHWA) <Latoya.[REDACTED]@dot.gov>; Lynorae Benjamin <Benjamin.[REDACTED]@epamail.epa.gov>; Mary Sallach <[REDACTED]@georgiatolls.com>; Matthew Fowler <[REDACTED]@dot.ga.gov>; Meg Pirkle <[REDACTED]@dot.ga.gov>; Megan Weiss <[REDACTED]@dot.ga.gov>; Meghan Hedeem <[REDACTED]@dot.ga.gov>; Michael Greenwald <[REDACTED]@mbpz.org>; Mike Alexander <[REDACTED]@atlantaregional.org>; Patrick Bradshaw <[REDACTED]@atlantaregional.org>; Paul Tanner <[REDACTED]@dot.ga.gov>; Phil Peevy <[REDACTED]@dot.ga.gov>; Richard Wong <wong.[REDACTED]@epa.gov>; Sam Baker <[REDACTED]@hallcounty.org>; Scott Davis <davis.[REDACTED]@epa.gov>; Srikanth Yamala <[REDACTED]@hallcounty.org>; Mitchell, Stanley (FTA) <stanley.a.[REDACTED]@dot.gov>; Luxenberg, Steve (FHWA) <Steve.[REDACTED]@dot.gov>; Christion, Tamara (FHWA) <Tamara.[REDACTED]@dot.gov>; Tom Sills <[REDACTED]@bartowga.org>; Tracy Selin <[REDACTED]@camsys.com>; Vince Edwards <Vince.[REDACTED]@gwinnettcountry.com>; William Cook <William.[REDACTED]@dnr.state.ga.us>; George McDonald <[REDACTED]@srta.ga.gov>; “Miles Cook” <[REDACTED]@dot.ga.gov>; Melissa Roberts <[REDACTED]@atlantaregional.org>; Abigail B. Marinelli <[REDACTED]@atlantaregional.org>; Aileen Daney <[REDACTED]@atlantaregional.org>; Crocker, John (FTA) <john.[REDACTED]@dot.gov>; “Kelly Sheckler” <Sheckler.[REDACTED]@epa.gov>; “James Hobbs (MARTA)” Hobbs, James <[REDACTED]@itsmarta.com>

Subject: RTP Update Documentation

Greetings Interagency Members:

We are finalizing all documentation associated with the 2050 RTP update this week and public comment is scheduled to open next Monday, November 11. As we have done previously with other plan updates and amendments, we want to share key components of the Conformity Determination Report with you in advance and offer you the opportunity to provide any feedback before the comment period opens.

- Project lists for ARC, GHMPO and CBMPO that comprise the travel demand modeling and emissions analyses
- Narrative, tables and charts demonstrating that emissions are within federal air quality budgets
- Narrative and tables demonstrating that the plan is fiscally constrained

All planning and modeling assumptions were shared with the committee back in August. Consensus was reached on the thoroughness and accuracy of those assumptions at that time, so they are not attached in this transmittal. Since the August meetings, one minor change has been reported to us by EPD and that will be reflected in the draft final document. ARC will share the complete draft with Interagency later this week in advance of the comment period opening on Monday.

Please share any comments on these materials with us at your earliest convenience so that we can make any critical changes prior to the 11th. Thanks in advance!

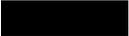
David

David W. Haynes

Long Range Transportation Plan Manager
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From: [Doug Carlson](#)
To: [Opinion](#)
Cc: ["Karen Pope"](#); [Dexter Matthews](#)
Subject: Regional Transportation Plan - Rubberized Asphalt
Date: Thursday, December 12, 2019 2:37:57 PM
Attachments: [image001.png](#)

Greetings! I would like to submit some comments on the plan in consideration of increasing the use of sustainable materials such as rubberized asphalt. I represent a scrap tire collection and processing company that operates in Atlanta, Calhoun, and Jackson GA. We supply recycled rubber powder to asphalt mix producers in GA that are working with GDOT specifications. GDOT has been a leader in recent years in adopting new rubberized asphalt specifications.

We encourage the Atlanta Regional Commission to include rubberized asphalt specifications and use rubber modified asphalt in paving applications on roadways with heavy traffic loading, or in overlays where the underlying pavement has experienced extensive cracking. Tire rubber in an asphalt mix is a very cost effective modification that can resist cracking and rutting and make asphalt materials last longer. Tire rubber additives can reduce the cost of modification by as much as 50%, and can make pavements that last at least 15% longer. And of course, provide a sustainable use of end of life tires derived in Atlanta and greater Georgia.

It is also possible to make asphalt mixes with recycled tire rubber that are quieter and safer. Some mixes can reduce tire noise substantially, as much as 13dBA at the tire/pavement contact. The AZ DOT has obtained a 4dBA credit in highway noise mitigation plans from the FHWA when they specify asphalt-rubber friction courses. In terms of safety, the more open textured mixes can reduce splash and spray, enhancing road visibility, providing fast drainage from the tire/pavement contact. The open texture reduces hydroplaning and provides greater skid resistance. In San Antonio Texas, major accidents were reduced from an average of 39 per year to 19 per year on a stretch of I-45 before and after an overlay with a rubberized friction course.

We were able to partner with Atlanta on a small paving project on Peachtree between Deering Rd to Pharr Rd in 2017.

Please include a commitment to safety and sustainability in the plan through the use of rubberized asphalt specifications..

I am happy to provide more information or work with your team on how to use tire rubber in asphalt paving applications in new construction, maintenance overlays, surface treatment, and pavement preservation materials.

Best Regards,
Doug Carlson
VP Asphalt Products



From: [Matthews, John](#)
To: [Opinion](#)
Subject: Regional Transportation Plan Comments
Date: Tuesday, December 3, 2019 2:25:04 PM

I work for a major Fortune 500 company that makes billions in capital investments each year. Atlanta's traffic problems are a symptom of a need for some improved leadership. While it seems many priorities are selected in the plan, it seems the most significant investments are left until 2040-2050, or never, and with inadequate funding. I would suggest that while the spending seems large, the plan is lacking the bold vision needed to get Atlanta moving again. And a city without mobility is not ultimately going to be a vibrant, growing, and economically prosperous city. My thoughts are below:

- An “all of the above strategy” is needed, but priorities need to be clearly set that move along in parallel across the planning horizon, with an emphasis on execution:
- Major highway investment is needed (and overdue) where most traffic occurs (not just interchanges), namely:
 - **Double deck all of I-285, and much of 75, 85, 20, and 400 with new PPP toll lanes**
 - Two of the new toll lanes should be dedicated to “non-local” freight traffic with limited access (ie, can only exit at major interstates)
 - GDOT has of course begun moving this way with limited expansion – the challenge is that a major expansion is needed, not adding one or two lanes
- Clean energy roads – Georgia should begin planning roadways (interstates and major state highways) to incorporate below surface inductive charging lines for electric vehicles, in particular on new road construction and when roads are repaved / rebuilt
 - Inductive road charging is far less expensive than (more) battery technology and the station refueling model we have today – this is ultimately how EVs will be charged in the future and within your plan horizon, through the road
 - Electric cars will only require sufficient battery storage to travel the shorter distance from a major roadway to their destination
 - <https://www.cnet.com/roadshow/news/qualcomms-inductive-charging-road-could-change-the-way-we-build-evs/>
- Regional rail (or bus) investments are needed soon and across the metro area (not until 2040/never)
 - If the rail transit doesn't exist, the community and real estate development can't occur in proximity to stations in order for the region to benefit from the rail
 - To benefit from regional rail – (it seems this should go without saying) you have to build it, which may mean waiting a significant amount of time for ridership
 - The business model should be to build the beginning portion of all the lines in years 2020-2030, and then gradually extend all of them further out as ridership builds
 - Local planning and zoning needs to be facilitated for high density nodes that can be served by the transit
- Local transit should be focused on BRT and secondarily light rail in so far as BRT is a more flexible solution that can work with toll roads also
 - Local transit operators (MARTA) should begin incorporating ride-share technology and demand based busing routes into their business models

- I.e., smaller buses, app based service requests (yes, MARTA and the other transit systems should compete with Lyft and Uber)
- Interstate rail or high speed busways – the region ultimately needs to work with Congress and Delta to make interstate transit between the other major cities of our region (with Atlanta as a hub) a reality, namely: Birmingham, Greenville-Spartanburg-Charlotte, Jacksonville, and Chattanooga-Nashville
 - Hartsfield-Jackson needs to impose a consequential and graduated carbon-tax related levy on flights under 200 miles in distance from Atlanta (gradually expanding to 240 miles) as high speed rail becomes a reality to incent interstate rail service and can be offset by reduction in other gate fees or if permissible, as funding for the interstate rail service
 - There are 150 flights per day between Atlanta and the previously mentioned destinations to help pay for or incent this alternative solution: Chattanooga (20), Nashville (26), Greenville/Spartanburg (22), Charlotte (36), Jacksonville (28), Birmingham (18)
 - A regional transit hub at the Atlanta airport would seem to make a lot of sense, with connections to stops at one or more urban centers (Downtown/Midtown/Buckhead)
 - Whether this is accomplished by rail or high speed / high quality buses (>90 MPH) is less consequential than actually making it happen

Regards, John

John Matthews

[NextEra Energy Resources](#)

C: [REDACTED]

E: [REDACTED]@[NextEraEnergy.com](mailto:[REDACTED]@NextEraEnergy.com)

From: [Dennis Carman](#)
To: [Opinion](#)
Subject: Regional Transportation Plan Feedback
Date: Friday, December 13, 2019 9:58:09 PM

Feedback regarding the Regional Transportation Plan and project priorities.

Issues

Traffic in the Atlanta region continues to be a drain on our quality of life and economic well-being. In addition to the reduced efficiency, or time lost, there is also the impact to our respiratory and even mental health. And while technology has evolved with commute alternatives such as teleworking, micromobility, even walking or riding a bike. Those options are not available to all, particularly those who are disabled and our growing population of seniors. Safety is another significant factor, while this is the first year of the last 3 where roadway fatalities are trending below 1500 annually,* this still equates to losing an average of 4 people per day across the state. Overall, we are long past-due to shape our transportation options to be more inline with the global community on a sustainable level.

Wants

While the Regional Transportation Plan does well to acknowledge the various mobility needs and alternate transportation modes, it is time to focus on reducing car trips especially by daily commuter single-occupancy vehicles. Getting there more funding priority is needed for transit projects compared to roadway expansion projects, going from historical single digits to a more meaningful low teens or higher percentage rate. We also need to improve our connectivity in alternative modes such as biking and walking, where those dedicated pathways often abruptly end. (Just one of the reasons why the Beltline is so popular, as a loop design, we're all connected) Also helpful is extending the Livable Centers Initiative (LCI) program or Community Improvement District (CID) model by encouraging/incentivizing regional job centers and transit oriented development such as Sandy Springs' Perimeter Mall area. Ultimately there is no one answer, but we do have to breakaway from old habits and the notion we can drive anywhere, at any time, at nearly highway speeds for less than \$2.75/gallon gas. As the analogy goes, if overconsumption in calories is the problem, bigger pants is not the answer.

Content Suggestions

In closing, here are some recommendations to consider with the general public, notably focused on use of acronyms.

Adding TIP to acronym list - Transportation Improvement Program

Also avoid use of industry specific acronyms, ex. Regional Ecological Framework (REF), which equates to technical jargon, use of the sub-references: guidelines, ecological, etc. would be more relatable.

Thanks for the consideration!

Dennis Carman

Johns Creek GA

mindspring.com

From: [Timothy Tapp](#)
To: [Opinion](#)
Subject: Regional Transportation Plan Public Comment
Date: Wednesday, December 4, 2019 5:53:15 PM

First, let me start by saying how glad I am to hear that serious thought, planning, and budget resources are being slated to tackle the transportation issues that face Atlanta. As our population continues to increase, reliance on cars is not sustainable, practical, or even preferable. As someone who grew up in metro Atlanta and now lives in the city, I have seen the city grow and watched as transportation needs have gone unaddressed. Traffic in the city has personally influenced where I bought a house and where I decided to work, and I know that I am not alone. I also know for those without the same financial resources, these constraints are even more limiting on finding a place to live and meaningful employment. *Robust, comprehensive, affordable and accessible mass transit solutions are critical to the city's long term success. Relying on cars forever will not work, and simply adding more buses without other meaningful structural changes will not work either.*

- Maintenance – I understand that the largest part of the budget will go into improving the existing infrastructure that is in place. This needs to include having engineers take a close look at traffic hot-spots to find ways to increase efficiency. Some examples that immediately spring to mind include:
 - 75/85 Connector
 - 285 merger onto GA 400
 - 75/85 and I-20 split heading southbound
 - Clairmont exit on 85N
- Commuter Rail – MARTA's rail system is great for getting to State Farm Arena, Mercedes Benz Stadium, and Hartsfield for those who live a reasonable distance from an existing station. Outside of that, the existing lines do not adequately connect the city or the surrounding metro areas (like the new Braves stadium). More stops and rail lines that connect between places (not just the existing North <> South and East <> West lines) would make the system more useful to residents.
- Expanded Rail – The southeast is experiencing rapid growth, and is predicted to have a population boon over the next 50 years. Expanded rail lines that connected Atlanta to other popular metro areas would provide transportation options and potentially even job opportunities to people who would be able to quickly take a train between cities.
 - Georgia – Athens, Macon, Savannah, Valdosta,
 - South Carolina – Charleston, Greenville, Myrtle Beach (and/or other popular tourist spots)
 - North Carolina – Asheville, Cherokee, Raleigh
 - Tennessee – Nashville, Chattanooga, Memphis, Knoxville
 - Florida – Tampa, Orlando, Miami, Tallahassee
 - Alabama – Birmingham, Montgomery
- Alternative Transit Options – The Atlanta Streetcar is currently very under utilized, because it services a very small area that most people have no reasonable way to get to without driving. However, if connected to a more robust transit system provides a way for people to get around the neighborhood it serves. If expanded, similar options could help residents get around other Atlanta neighborhoods. Other major cities have seen success with “urban gondolas” as another alternative transit option to help people move around. <https://www.curbed.com/2017/9/21/16340394/urban-gondolas-cable-cars-cities>

- Pedestrian Paths – Sidewalks need to be improved everywhere, and added many places. If people can't walk to train stations or to their destination after taking a train, they will probably resort to driving. Also, walking paths like the Beltline, the 400 walking path, and the Peachtree Greenway can provide alternative solutions for those who are able to walk or bike to work without having to risk being on the road. Ideally, all of these paths will connect one day.
- Buses – Unless other mass transit options are implemented, buses are *not* a fix. They will just add more vehicles into the mix of congestion; and my personal opinion is that if I'm going to sit in traffic, I'll just sit in my own car. Most people also do not want to be on a bus for long distances, but would be more amenable to taking one a short distance (say, if they took a train to Buckhead and then only had to go 2 stops to get to their final destination).

Tim Loop-Tapp

1737 Wilmont Dr NE, Brookhaven, GA 30329

From: [Dana Gallery](#)
To: [Opinion](#)
Subject: request email account
Date: Tuesday, November 26, 2019 3:04:32 PM

I am from Savannah, GA and a former Resident of Atlanta and was Employed at the Atlanta City Hall. May I email my comments thru December 13, 2019 ? Thank You.

Dana Palmer

Email :  [yahoo.com](#)

From: [Morgan Jacobus](#)
To: [Opinion](#)
Subject: RTP Comments
Date: Friday, December 13, 2019 9:30:05 AM

Hi ARC,

I wanted to leave a few comments on the RTP. I commend you all for the amount of work you have put into this document. I read through the 170-ish page document and had these comments to share:

- TDM should both pursue initiatives that incentivize other travel behavior besides driving at peak times along with those that decrease subsidies for driving (such as free parking)
- TDM could also have a place in local schools. Parents drive their kids to school all the time and it has an affect on morning and afternoon commutes. It would be cool to see an initiative that focused on reducing the number of low utilization car trips to and from school. Similarly, TDM can provide incentives for school age kids by providing them with reduced fare or free transit passes. These are the next generation of transit riders. Encouraging them to ride it now just might reduce the pool of drivers that will test the limits of our infrastructure in the future.
- Beyond the trucking clusters, I thought there was a missed opportunity to talk about sustainable shipping practices in the urban core and urban neighborhoods. Such practices like a centralized warehouse where smaller delivery trucks or cargo bikes could be dispatched from could also reduce congestion from delivery services.
- Unsafe bus stops, unwalkable sidewalks, and undignified transit service can be huge barriers to demand. People can be encouraged to ride transit, but if these barriers still exist, then it will be hard to retain ridership. I would prefer demand management money be spent more on fixing the issues that lower demand for transit, walking, and biking.

Those are my comments. Thank you for your time!

Regards,

Morgan Jacobus
Transportation Systems Consultant
Fagan Consulting, LLC

[faganconsulting.com](#) | 

From: [Jamie Smith](#)
To: [Opinion](#)
Subject: Transit Ideas
Date: Thursday, December 12, 2019 8:48:18 AM

Hello,

My name is Jamie and I moved to Atlanta in late 2016 from Chicago. While the challenges of traffic planning are probably completely different, and I'm certainly no urban planning expert, I wanted to share some ideas that might help alleviate traffic in potentially unconventional ways.

1. Traffic Laws Education Program – I get the sense that with so many people moving to Atlanta from so many places, a lot of people have differing ideas on what traffic laws are. Attempting to give people the benefit of the doubt, I would like a program that gets everyone on the same page about traffic laws would help a lot. This doesn't (and shouldn't) have to be a boring program. Pulling in the arts community to help make the program more engaging that a politician or urban planning professional might be able to do. (NO OFFENSE! You're great at what you do. But you aren't, generally speaking, artists.

2. Traffic Flow Technology – I don't have the sense that there is much in the way of advanced Traffic Control systems. For example, I sit at the intersection of Jesse Hill Jr. Dr SE and Edgewood Ave. As I wait to proceed North on Jesse Hill, the signal is not only very long, but 9 times out of 10 there is no traffic on Edgewood. Not a single car. It's borders on maddening.

In the year 2020, there are systems advanced enough and the computational power to build a system that could help the flow of traffic immensely. A quick google search led me to many different companies that offer advanced systems. While I would put money on the fact Atlanta has a lot of unique challenges, could there be a way to modernize the arteries of the city?

If traffic were more efficient, public transportation could become more efficient. Buses could certainly be more reliable.

Additionally, anything technologically advanced is expensive. There is no doubt. But, more expensive than building miles and miles of roads? More expensive than building miles and miles of new subway/train tracks?

Thank you for taking the time to read this (if you did). As a web developer heavily invested in everyday user experience, I am always looking at how to make things better for people (and me).

Good luck with your new initiatives. I'm looking forward to seeing what the new transit department will come up with.

-Jamie

From: [William C. Gilbert](#)
To: [Opinion](#)
Subject: Transit Plan Input
Date: Tuesday, December 3, 2019 4:16:59 PM

Hi,

I'm providing input on the traffic plan for the next 30 years. I moved to Atlanta for work (I live downtown). I would like to stay in Atlanta.

Pretty much everything about the state of transit around Atlanta is an embarrassment. The quality of the streets is awful. The behavior of drivers is reckless. Drivers are hostile to any form of transit not a traditional vehicle.

I am lucky enough to live near a MARTA station which I take to the airport. MARTA is great for reaching the airport, and I think if this area is to have a chance there needs to a massive effort made to ensure there is a MARTA station somewhere near. People will ride MARTA if it is available.

I also think that the efforts to reduce the number of lanes available to cars by adding bike lanes is a great idea. Everyone will complain, but the only way people will stop driving is if driving becomes incredibly painful. After enough pain, eventually the people will adapt, the city will densify, and cars will be seen as more of a hassle than they are worth.

I don't think you'll be able to convince people in the suburbs to not drive. However, the people who live in Atlanta deserve better. Make it so they can ride bikes and scooters around the city, and ensure there are trains and busses that take them to where they want to go. Build a transit plan for the people who live here, not for those who drive in and leave every day.

Thanks for considering my input.

-Wil

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From: [Dave Henson](#)
To: [Opinion](#)
Subject: Transportation Plan Input
Date: Tuesday, December 3, 2019 12:28:50 PM

Cherokee:

Four-lane Bell Ferry Road north to Butterworth Road, then encompass and four-lane Butterworth Road to directly connect to Georgia Highway 20.

Cobb:

Widen Canton Road Connector between I-75 and Sandy Plains Road, plus major intersection improvements at Canton Road Connector and Sandy Plains Road.

DeKalb:

New MARTA rail station on Gold Line, north of Doraville, at Oakcliff Road.

Atlanta:

Light or heavy rail from Midtown to West Midtown, including convenient access to Atlantic Station and Georgia Tech.

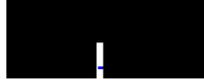
From: [Nicolas Uppal](#)
To: [Opinion](#)
Subject: We need more tax
Date: Monday, December 9, 2019 7:13:20 PM

But a tax that recognizes the socioeconomic condition of the residents.

<https://saportareport.com/a-matter-of-trust-equity-arc-weighs-fate-of-atlanta-beltline-rail-as-deadline-looms/>

This could unleash a wave of productivity like never before!

Nicolas Uppal



[.gmail.com](#)

From: [jeff](#)
To: [Opinion](#)
Subject: Why spend the money, if.....
Date: Wednesday, December 4, 2019 9:56:08 AM

Make sure I get credit for my ideas in the newspaper when you do either of them.....

Plan A - Why spend the money, if driverless cars are coming and FAST. One report said within just 7 years, 80% of the cars will be driverless. I think that time table is too fast butthey are coming. Car ownership will plunge as people summon cars instead of owning them. Owning a car will be much more expensive vs renting on an as needed basis. You won't have to insure or maintain a car; that will be done by the companies you rent from.

Driverless cars will turn cars that are idle 90% of the time after people go to work or back home, into cars that are working 90% of the time as the car drives off to find its next fare.

The changes will be about 2/3 less cars on the road over all, fewer parking spaces needed, 2 car garages no longer needed, etc.

You'd be better off investing the money into helping forward the progress of driverless cars.

Plan B – If you must do something facing the needs we have today, why not leave the existing roads as they are, except all cars drive on a 'car moving road', almost like the conveyor belts you walk on at the airport to speed people along, except it would be controlled somehow. Your car gets to that point and all cars at the heavy times of day are moved by the conveyor, which runs for miles. During slow times the conveyor gets turned off.

From: [Melissa Roberts](#)
To: [Opinion](#)
Subject: FW: Public Feedback From Henry County
Date: Tuesday, November 19, 2019 2:36:24 PM

Melissa Roberts
P | 470-378-1563
[\[REDACTED\]atlantaregional.org](#)

From: Brooke Winfrey <[\[REDACTED\]me.com](#)>
Sent: Tuesday, November 19, 2019 2:24 PM
To: Opinion <[\[REDACTED\]atlantaregional.org](#)>
Cc: Melissa Roberts <[\[REDACTED\]atlantaregional.org](#)>
Subject: Public Feedback From Henry County

Dear Atlanta Regional Commission,

Please, please, please add funding to these two projects listed below. They're building houses like crazy down here in Henry County and these two projects will give great relief to our area. The roads are so dangerous down here and everyone uses the highway to even go short distances in our county. If we build the western parallel connector that would take the congestion off i-75 through Henry County and hopefully will help the amount of accidents through this corridor as well!

HE-920B *(should have been done back in 2007 when it was originally planned, now there's all these houses and businesses building down here and it's even more dangerous.)*

HE-179

Brooke Winfrey

[REDACTED]

Sent from my iPhone. Please excuse any typos.

Clayton Carte
Moving Henry Forward
Locust Grove, GA 30248
Email: [REDACTED]@gmail.com

December 13, 2019

John Orr, Manager- Transportation Access & Mobility Group
Atlanta Regional Commission
229 Peachtree St., NE
Atlanta, GA 30303
Email: [REDACTED]@atlantaregional.org

Public Comment on Atlanta Regional Transportation Plan

Mr. John Orr,

The proposed update to the Atlanta Regional Transportation Plan, to extend the planning horizon to year 2050 among other changes, includes several major transportation projects in Henry County. I would like to offer possible revisions and additions for Henry County projects.

Henry County Freight Cluster

Georgia 155 is a major corridor in Henry County, serving as the main thoroughfare within the county's freight cluster. The industrial area houses twenty-five percent of all jobs found within Henry County and continues to expand increasing traffic congestion in the area. In 2017, Georgia 155 saw daily traffic volumes over 20,000 vehicles despite being only a two-lane road. Projects to widen the roadway to four lanes are budgeted for construction by Georgia DOT in 2024 (HE-113) and 2030 (HE-189). I speak for many residents in saying any steps taken to accelerate these projects and complete them sooner will be much appreciated.

The proposed Bethlehem Road interchange on Interstate 75 (AR-955) and associated roadway improvements (HE-209) are critical to the county's continued economic development and quality of life. The city of Locust Grove included a request for scoping within the 2019 call for projects; please fund this request and prioritize the project's inclusion for future federal funds until its completion.

In 2019, approximately three million square feet of new industrial space has delivered along Georgia 42 between McDonough and Locust Grove. An additional three MSF is planned within existing projects. A traffic count conducted in February 2018 (75 South Logistics Center traffic study - DRI #2867) measured 15,402 vehicles AADT on GA 42 near Locust Grove. Based on the industrial development occurring along this corridor and when considering the existing traffic volumes, there is the need to program a future widening project to improve the roadway from two to four lanes. This project should be included within the regional transportation plan and

ARC coordinate with Georgia DOT and local officials to place the project within the state's work program.

DRI Recommended Project

Widening Jodeco Road between I-75 and Flippen Road was recommended by the traffic impact study for DRI #2504 – Jodeco Crossings. That development, now entitled Bridges at Jodeco, has undergone several revisions since the original DRI but is expected to move forward in early 2020 resulting in a need for the widening. The project is located west of an interchange improvement project completed in 2015 that expanded Jodeco Road and a local SPLOST project has been recently completed widening Jodeco Road east of I-75. In addition to supporting the trip generation expected from the Jodeco Road development, the proposed widening represents a missing link to provide an extended east to west four-lane corridor in Henry County.

Henry County commissioners have included the project within the 2017 and 2019 project solicitation. I ask that ARC incorporate this project into the regional transportation plan and award funding to assist in its completion.

Henry County SPLOST V

Henry County SPLOST V, passed by voters in November 2019, includes the twenty-percent local match for right of way and construction to widen Georgia 81 (HE-005). The SPLOST V program also includes funds to provide a local match to design phase II of the widening project (HE-205). Henry County included both projects as part of their 2019 submission to the project solicitation. I ask ARC to award these funds and coordinate with county staff to expedite their advancement.

The SPLOST V program also includes funds to widen Fairview Road between Panola Road and Patillo Road. I recommend that the project timeline and termini be updated for Fairview Road widening phase II (HE-134B) to reflect its inclusion within the local SPLOST program.

The northern segment of the McDonough Parkway (HE-118B), connecting US 23 / SR 42 and SR 155, is a local SPLOST project awaiting additional funding before proceeding to construction. The project should be re-incorporated into the regional transportation plan until funding for its construction can be identified and a contract awarded.

Henry County Comprehensive Transportation Plan

The Henry County comprehensive transportation plan, last updated in 2016, recommended removal of Fairview Road widening phase III (HE-134C) from the RTP. The recent completion of the Anvil Block Road connector has realigned Fairview Road decreasing the significance of Fairview Road north of Anvil Block. On page 79 of the CTP, the plan also recommended the removal of widening East Atlanta Road (HE-137).

It was recommended by the CTP to widen highway 155 north of the existing project termini at US 23 / SR 42. Discussion between Georgia DOT, the Atlanta Regional Commission, and Henry County about the planned widening project (HE-113) and its northern terminus point has confirmed the need to continue expanding the road further north. Another widening project along

SR 155 should be considered in the RTP between Georgia 42 and downtown McDonough (Georgia 20 / 81).

The comprehensive transportation plan also recommended several new interstate crossings, like the Courtesy Parkway extension planned in Conyers (RO-243). Perhaps the most beneficial of these proposals, and a project that should be incorporated into the regional transportation plan, is to connect Henry Parkway and Industrial Parkway in McDonough (project R-75 in the Henry County CTP). The new overpass would be located between I-75 exits 218 and 216 allowing local traffic to bypass the exits.

A second overpass, proposed between Patrick Henry Pkwy and the western parallel connector (CTP project R-76), would serve as an excellent location for improved access to the I-75 South Metro Express Lanes. The Patrick Henry Pkwy exit could be constructed with full-access like exits along the Northwest Corridor Express Lanes and would provide express lane access to and from the Eagle's Landing area. If included within the regional transportation plan, the project could be implemented alongside the I-75 gap project (AR-ML-610) in the 2030s.

Interstate 75 Improvements

Mobility along I-75 is a top concern among Henry County residents. The existing traffic congestion causes stagnant delays and limited alternate routes are available to provide relief. I recommend the improvements below to help address the county's largest and most noticeable traffic bottleneck.

Auxiliary lanes should be considered at the following locations:

- I-75 northbound between Jonesboro Road / exit 221 and Jodeco Road / exit 222
- I-75 southbound between Hudson Bridge Road / exit 224 and Jodeco Road / exit 222
- I-75 northbound between Georgia 155 / exit 216 and Georgia 20 / exit 218
- I-75 southbound between Georgia 20 / exit 218 and Georgia 155 / exit 216

The auxiliary lanes would help support the large amount of local traffic traveling on I-75 and could be implemented quicker than other more complex improvements such as collector-distributor lanes.

Other Projects

The proposed termini to widen Racetrack Road (HE-204) can be better refined to extend between Georgia 155 and Georgia 81 in east McDonough. The proposed western terminus at Old Griffin Road would be unpractical due to its location in a historic neighborhood and the presence of a triple-track railroad crossing. If adjusted to my proposed termini, the widening project would better reflect travel patterns by residents who utilize Racetrack Road like a bypass between the two state routes.

A roadway extension, continuing Mill Road north of Jonesboro Road to connect with the western parallel connector (HE-179), would be a valuable addition to the RTP. This would allow motorists to transfer between the connector and Mill Road, continuing travel north or south, without driving on Jonesboro Road. A visualization of the possible roadway has been included below:



Conclusion

The proposed update to the regional transportation plan includes several widening projects planned throughout Henry County. Programmed projects will provide residents and commuters with significant improvements to local mobility and roadway safety. I appreciate the progress made in recent years to secure funding for major road widening projects in Henry County and look forward to future opportunities for continued dialogue and additional state or federal funding.

Thank you,

Clayton Carte

Moving Henry Forward

From: [REDACTED]@aol.com
To: [Opinion](#)
Subject: Henry County Road Improvements
Date: Saturday, November 30, 2019 6:12:47 PM

To Atlanta Regional,

A recent Face Book post mentioned that thru Dec. 13th comments could be made for road improvements in Henry County. As a truck driver in the area I have plenty of time to sit in traffic and ponder what would get traffic flowing. So here are my suggestions.

First, the post mentioned that Hwy 155 is slated to be widened by 2030. This needs to be expedited very quickly. Completing widening by 2023 would not be too soon.

But more can be done to help lighten the load on Hwy 155.

At present the left turn arrow from Hwy 155 East to I-75 North is not working during morning rush hour. This needs to be changed. Traffic backs up in the left turn lane under I-75 resulting in traffic jamming up before the light to I-75 southbound. It also affects vehicles exiting I-75 southbound since cars often block the intersection. In addition many cars go straight under the light to I-75 North, then turn left into the business lots just beyond it, then turn back onto Hwy 155 West in order to get onto I-75 North.

Next, if Bill Garner Parkway was available for trucks to use to make the turn right at the golf course in order to enter the back side of Greenwood Industrial Park, this would reduce the amount of trucks and vehicles exiting I-75 at Hwy 155 Exit 216.

Additionally, an Exit at Bethlehem Rd. from I-75 (Exit 214?), would help traffic into the Greenwood Industrial Park. With a stoplight from Bethlehem Rd. onto Hwy 23/42 this exit would also help provide a diversion onto surface roads when stoppages occur on I-75.

Another item that binds up traffic is when trucks on Hwy 155 West turning right into the truck stop to fuel (the truck stop across the road from the QT) hang the tail of their trailer into the travel lane on Hwy 155 West, traffic backs up. I am not sure if this is what causes the southbound I-75 traffic to log jam back down the ramp, at times into the travel lanes and shoulder of I-75 south. If the truck stop required incoming trucks to turn at the light and enter from the back of the truck stop this could be prevented.

If there are more bridges spanning I-75 for local traffic, without exits to the interstate, like Mount Caramel Rd., more local cross interstate traffic can be diverted from the exit interchanges.

There is one question that I have. At the I-75 and I-675 junction there seems to be a large number of truck accidents, many of them jackknifed rigs. Have there been any studies conducted that can reduce the accident frequency? Maybe having a paved runoff area on the west side of I-75 southbound so that trucks will have room to slow down without rolling over? Is there an issue of rain runoff crossing the interstate that is contributing to accidents?

The final pie-in-the-sky suggestion that I have is that the entire I-75 Hwy 155 interchange needs to be a true cloverleaf. This would require addressing the railroad and both Summit Racing and the Pep Boys warehouse, but would allow traffic to flow once it is past the stoplights by QT to the west and at Industrial Boulevard to the east.

In short, the road network in Henry County needs to have multiple options for getting on and off the interstate. This should be for both daily use, during rush hour, and when traffic locks down on the interstate. This would require also providing options at other exits, such as making Jonesboro Road truck accessible to Hwy 19/41. The better the network, the better it can handle the stresses of construction and accident delays.

Jeff Morgan

Sent from my LG X venture, an AT&T 4G LTE smartphone

From: [Keisha stubbs](#)
To: [Opinion](#)
Subject: Highway 155 Widening
Date: Saturday, November 30, 2019 3:41:47 PM

To whom it may concern:

I have read your update that highway 155 in McDonough, GA is forecasted to be widened in 2030. Have you been on 155 now? It's already a nightmare. It takes me 30 minutes to get from walker drive to the interstate. That's about 3 miles. 10 minutes per mile. I know you can math, but just pointing it out. There are many new warehouses with many slow trucks and only one lane each direction of travel. This needs to be moved up and started immediately. We pay taxes here and we deserve a better travel experience.

Thank you in advance,

Keisha Stubbs
Henry County Home Owner

From: [George Z](#)
To: [Opinion](#)
Subject: I75 congestion
Date: Monday, December 16, 2019 2:17:38 AM

What is being done right now? I mean today! To relieve congestion on I75 in Henry county. Traffic is continuously horrible in both directions all day long. Don't tell me about the express lanes I don't normally have 8 hours to kill waiting for them to switch back around on my return trip. You messed up with the express lanes since the people that need to use them the most can't, because anyone who doesn't want to stop in Henry county (trucks and out of state residents) can't use the express lanes. There is no way that the few people who use the express lanes can cover the cost of its construction. Thanks for making something bad even worse.

From: [Mark Hatcher](#)
To: [Opinion](#)
Subject: Project 0015284
Date: Sunday, December 1, 2019 3:51:52 PM

To Whom it may Concern,

I am a Henry County resident & reside in District 3 in the Luella area. I have seen the recent announcement that the GA Hwy 155 widening project (0015284 between I75 & Hampton/Locust Grove Rd) has a projected completion date of 2030. We have had a major increase in new warehouse space in this area (many are still vacant) & we are seeing a huge increase in traffic on this stretch of road. My concern is as the vacant warehouses become occupied, it will only get worse. I would invite anyone to come see the congestion in this area around 4-5pm M-F. This has to delay emergency responders not to mention pure aggravation for residents simply trying to get to local stores etc. Please reconsider the time frame of this project.

Sincerely,
Mark Hatcher

Sent from my iPhone

From: [Melissa Roberts](#)
To: [Brooke Winfrey](#); [Opinion](#)
Cc: [Opinion](#)
Subject: RE: Public Feedback From Henry County
Date: Tuesday, November 19, 2019 2:35:58 PM

Thank you for your comment.
I want to make sure you know we received it.

We will be sharing all comments received, along with ARC staff responses once the official public comment period closes on December 13th.

Sincerely,

Melissa Roberts
P| 470-378-1563
[\[REDACTED\]atlantaregional.org](#)

From: Brooke Winfrey <[\[REDACTED\]me.com](#)>
Sent: Tuesday, November 19, 2019 2:24 PM
To: Opinion <[\[REDACTED\]atlantaregional.org](#)>
Cc: Melissa Roberts <[\[REDACTED\]atlantaregional.org](#)>
Subject: Public Feedback From Henry County

Dear Atlanta Regional Commission,

Please, please, please add funding to these two projects listed below. They're building houses like crazy down here in Henry County and these two projects will give great relief to our area. The roads are so dangerous down here and everyone uses the highway to even go short distances in our county. If we build the western parallel connector that would take the congestion off i-75 through Henry County and hopefully will help the amount of accidents through this corridor as well!

HE-920B *(should have been done back in 2007 when it was originally planned, now there's all these houses and businesses building down here and it's even more dangerous.)*

HE-179

Brooke Winfrey

[\[REDACTED\]](#)

Sent from my iPhone. Please excuse any typos.

From: [Clayton Carte](#)
To: [Opinion](#)
Subject: RTP Comments
Date: Friday, December 13, 2019 8:35:45 PM
Attachments: [RTP Comments - Clayton Carte.pdf](#)

Mr. John Orr,

Please see attached my comments about the Atlanta region's transportation plan. Thank you for the work completed by ARC and the opportunity to comment.

Thank you,

Clayton Carte

 [gmail.com](#)

Cell: 

From: [C. George](#)
To: [Opinion](#)
Subject: SR 155 widening project
Date: Monday, December 2, 2019 2:43:02 PM

Hello!

Thank you for taking the time to accept citizen comments and opinions on the SR 155 widening project. If I understand correctly, the project is scheduled for 2030 and from I-75 - Bill Gardner Pkwy. Wow! Has anyone who makes this decision actually tried to drive through that area during peak traffic times? I strongly encourage y'all to come join us in the "fun" of trying to move through that area now during peak traffic times. There are already so many warehouses on that stretch of road now, and with additional warehouses being built it's only going to get worse. The traffic in the entire southern end of Henry County has so many problems now, I can only imagine how much worse it will become if it is allowed 11 more years to fester. Please consider moving this project date up in an expedited process to 2020. Also, please look into SR 81's traffic issues. I know there is a one way pair project going on closer to the square of McDonough, but traffic on 81 East needs help. With the newest shopping center on 81 E & N. Ola Rd. coming, a proactive approach to the added traffic would be much appreciated.

Thank you for taking the time to listen. I encourage y'all to spend time at peak driving times so you'll see that the need for improvement is more urgent than the current scheduling allows.

Thanks!

Christie George

From: [Siana Gibson](#)
To: [Opinion](#)
Subject: SR155 between Hampton LG Road and SR42
Date: Saturday, November 30, 2019 3:11:18 PM

SR155 between Hampton LG Road and SR42

Please accelerate the widening scheduled for SR155. The current plan to widen this roadway in 2030 is unacceptable. The roadway should have been widened 15 years ago. This is a major state route and needs immediate attention for quality of life and economic development.

Thank you,
Siana Gibson
2036 Reserve Pkwy, McDonough, GA 30253

From: [Adam Treaster](#)
To: [Opinion](#)
Subject: 30 Year Plan Comments
Date: Thursday, December 5, 2019 7:57:44 PM

Hello,

To start, I'm going to be blunt, because this issue is very important to me and I'm very concerned with the things I have read. So on to the complaints:

Stop wasting money widening roads. The data has been around for decades that this doesn't actually help in the long run. It's going to further accelerate climate change and sprawl.

\$172 billion dollars could fund a lot of public transit for the metro area. I'm glad to see that there's a good portion of the money going to transit and other associated items. But the highway and interstate widening, the interchange rebuilding, has got to stop. It's not going to fix anything in the long run.

I don't appreciate the lack of public outreach on this either. The system could be much better if you asked for more public feedback over a long period of time.

Thank you

From: [Katie Trainor](#)
To: [Opinion](#)
Subject: 285 █ Peachtree Industrial Blvd
Date: Wednesday, December 4, 2019 2:28:43 PM

Hello,

During this public comment period, I would love to suggest that the ARC considers reconstructing the interchange at 285 █ Peachtree Industrial Blvd both east and west. The current on-ramp merge lane to exit ramp merge lane is the source of daily bottlenecks of 285 and is an unnecessary source of traffic on the highway. It is unsafe and inefficient and creates traffic at almost all hours of the day. A simple merge, 3/4 mile from the actual exit, should not average 25+ minutes.

Obviously, there are too many instances like around Metro Atlanta, but as someone who drives it daily and experiences the 25+ minute back up just to exit 285, something needs to be done.

Thank you for all that you do!

Katie Trainor
Assistant Athletic Director
Head Coach, Varsity Girls Lacrosse

Westminster
1424 West Paces Ferry Road, NW
Atlanta, GA 30327

From: [Hazel Doctor](#)
To: [Opinion](#)
Subject: Atlanta Regional Transportation Plan
Date: Wednesday, December 4, 2019 8:40:04 PM

I appreciate this opportunity to comment. I visit and drive in lots of major cities across the country because of the work I do and there's no other major city with traffic congestion like Atlanta. The one major difference in cities like Dallas /Fort Worth, Los Angeles, etc. etc. is they have many different highways interstates, and roads. Atlanta only wants to widen roads and make interchanges. To put 10 lanes on each side of 285, 85 or 20 will never correct the problem because all the traffic is still in one confined area. The way you alleviate the problem is cut down trees make lots of highways for people to go in different directions. Trees are good but to let trees cripple your city because you don't want to cut them is flat out uncivilized. Tell the people in power for all the miles of trees that will have to be cut to fix the transportation problem go back alongside the new highways and plant more trees.

When I tell people I'm from Atlanta the first thing that comes out their mouths are conversations about the traffic. It's frustrating for people that travels through the metro area therefore just think of how frustrating it is for those of us who live here. It's not cute or funny! Once and for all do something! !!! I'd like to hear back from someone and I'd be happy to elaborate more.

Sincerely,

[Sent from Yahoo Mail on Android](#)

From: [Joel Smith](#)
To: [Opinion](#)
Subject: Atlanta Region's Plan - Opinion
Date: Friday, December 6, 2019 11:41:11 PM
Attachments: [Atlanta Transit Link Study.docx](#)

Attached is a transportation letter to the editor at the AJC which I sent in September (not published). The only solution which will provide an alternative to traffic congestion for people throughout metro Atlanta is variable toll lanes next to crowded highways. These automobile toll lanes will double as a throughway for vanpools and a metro-wide bus rapid transit system. Thanks, Joel Smith. Stockbridge, GA.

From: [M.G](#)
To: [Opinion](#)
Subject: Comment on long range regional plan
Date: Sunday, December 8, 2019 4:35:56 PM

Please widen and cap the connector, and maybe add an express lane or separate travel lanes for people not exiting in midtown or downtown. The interstate seems like it is below grade on a significant portion of it, there has to be a way to do it. It would transform midtown and downtown so much to have the interstate hidden from view.

-Matt

From: [ARC Contact Us](#)
To: [Opinion](#)
Subject: Contact ARC - Transportation & Mobility - Inquiry
Date: Thursday, December 5, 2019 11:24:11 PM

Name

Gayle Voelker

Email

[REDACTED] [bellsouth.net](#)

Phone

[REDACTED]

Subject Area

Transportation & Mobility

Comments

Are there plans in place to address and alleviate the congestion on highway 285 southbound between highway 75 and highway 20? This area is always congested, but especially during the evening rush hour (4 - 7 pm).
I could not find this information on this website.
Thanks very much!

From: [Todd Speed](#)
To: [Opinion](#)
Subject: Downtown connector
Date: Monday, December 9, 2019 1:50:58 PM

I read through the long and full transportation report, but did not find reasonable solutions offered for the constantly snarled traffic on the downtown connector. Two suggestions:

- 1 - provide a secondary interstate thoroughfare through the city along Northside Drive, Hwy 19/41 corridor
- 2 - reduce number of "curb cuts" or exits to/from interstate, especially along the crowded I-78/85 connector

From: [Kenya and David Anders](#)
To: [Opinion](#)
Subject: Future plans
Date: Wednesday, December 4, 2019 1:04:07 PM

In heavily trafficked suburban and urban interstate areas, the access to the interstate needs to come onto the interstate on the left side of the road, not the right as is currently so common. That entrance ramp should form a new lane that does not merge, and the interstate then narrows by one lane at the next exit as an exit only lane on the right. This would allow traffic MUCH fast access onto the interstate, and allow exiting traffic the opportunity to leave without competing for space with the newest entrants. This might require reworking some HOV lanes, but in many cases this would make traffic flow much faster and smoother.

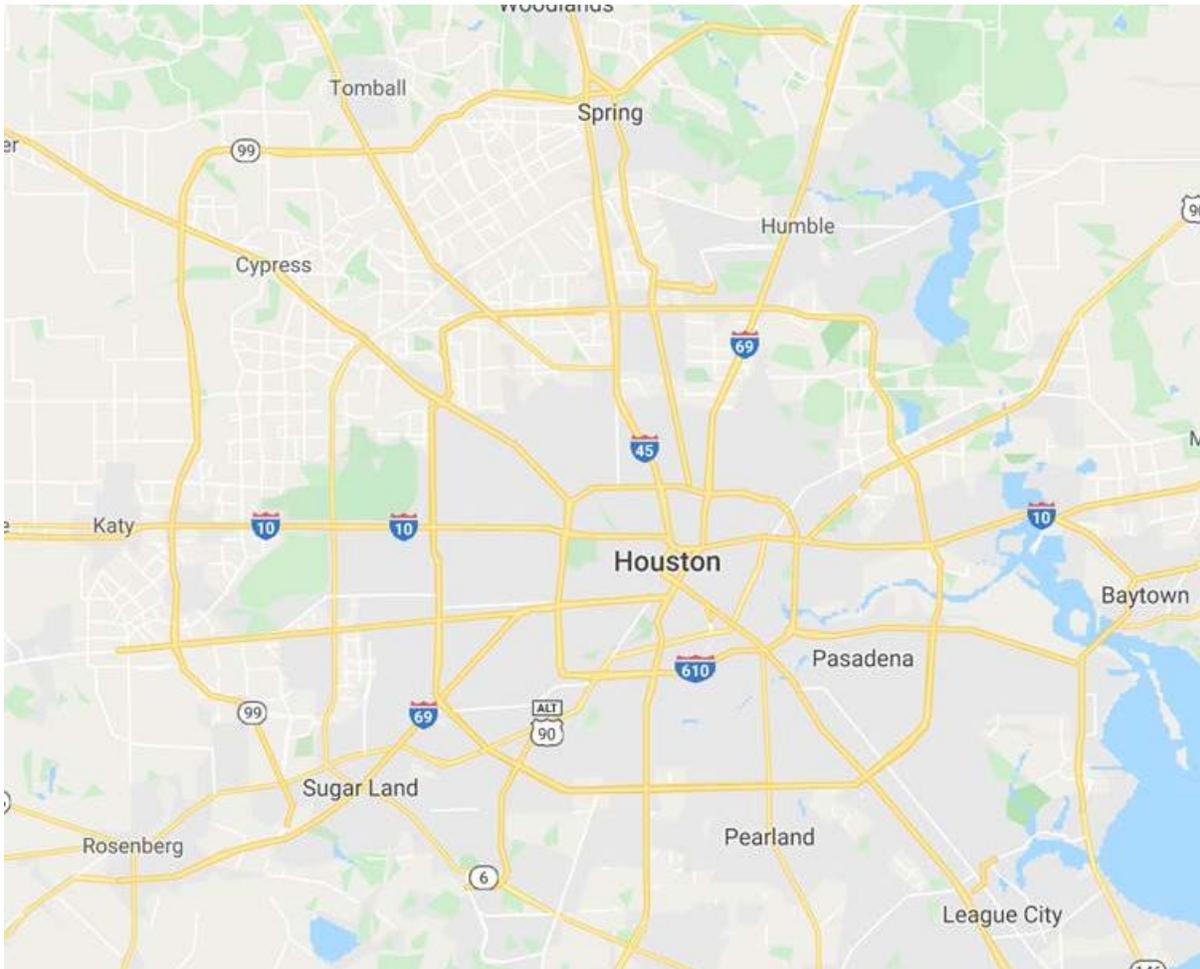
By 2050 the current problems will be vastly improved by autopilot cars, but then we'll have new challenges we can't yet foresee.

Good luck!

David Anders,
Peachtree City

From: [Don Cerlanek](#)
To: [Opinion](#)
Subject: Outer loop!
Date: Wednesday, December 4, 2019 4:03:14 PM
Attachments: [image002.png](#)

Houston has 2 complete loops and 2 outer partial loops.



Don Cerlanek

Sr Estimator | Sr Project Manager

Marek Interior Systems, Inc.

1750 West Oak Commons Court
Marietta, GA 30062

C: [REDACTED]

P: [REDACTED]

[REDACTED] marekbros.com

MAREK
STRENGTH FROM WITHIN



From: [T.M. Bocage](#)
To: [Opinion](#)
Subject: Regional Transportation Plan Suggestion
Date: Wednesday, December 4, 2019 11:31:51 AM

I would suggest a toll road to bypass through traffic from out of state residents.

Thank you

From: [REDACTED] [lowryproperties.com](mailto:[REDACTED]@lowryproperties.com)
To: [Opinion](#)
Subject: Regional transportation plan
Date: Thursday, December 5, 2019 11:45:04 AM

I strongly suggest reducing the spending plan for interstates and focusing on removing bottlenecks on the major E-W arteries in N. Fulton, such as Hwy 92, Old Milton Parkway and Arnold Mill. There are 17 stoplights on Hwy 92 from the Cherokee line and Ga400. It cannot function as an “artery” without major redesign. I suggest a focus on continuous-flow designs for surface roadways, including roundabouts, flyovers, underpasses, etc.

Mike Lowry

[REDACTED] LowryProperties.com
[REDACTED]

From: [Chris Groskopf](#)
To: [Opinion](#)
Subject: spaghetti junction.
Date: Wednesday, December 11, 2019 5:10:18 PM

Please do something about widening ALL aspects of spaghetti junction in ALL directions.

WORST bottleneck in the COUNTRY!

Chris S. Groskopf (Referee #87)
Level 3 USA Hockey Certified
Referee in Chief, AAHL, Georgia Hockey Referees Association.
980 Chippendale Lane
Norcross, GA 30093
Cell= [REDACTED]

From: [Michael Runestad](#)
To: [Opinion](#); [Opinion](#)
Subject: Transportation plan feedback
Date: Friday, December 13, 2019 4:14:19 PM

Dear ARC:

Why are you proposing to spend a large amount of tax dollars on expanding highways (including toll/managed lanes)?

On page 108, it looks like 15% of funds are planned for adding highway capacity but just 6% are for badly needed transit expansion. Even in terms of the number of projects, one must question the proposed priorities. On page 64, it shows 37% for roads and just 1% for transit expansion.

Furthermore, only a tiny share of funding is also proposed for last-mile connectivity (walking, biking, etc.).

My worry is that the 30-year transportation plan draft ignores decades of research on induced demand. It is easy to know that most road expansions will not be useful in the long term. Metro Atlanta needs data-driven, evidence-based investments for its transportation infrastructure—not more of the “good enough for Georgia” mentality of roadway expansion.

Please remove or deprioritize highway expansions. Alternatively, please edit the plan to justify their inclusion within the context of well-established economic theories.

I would also encourage an analysis of the relative proportion of tax dollars generated by each county compared to the planned investments. Are we spending ITP tax revenue to induce more suburban sprawl? This type of analysis would be useful both in terms of historic and planned investments. For example, what percentage of tax revenue did DeKalb County provide the state, and what percentage of transportation infrastructure (roads, transit, sidewalks, etc.) has the state provided DeKalb County?

Metro Atlanta shouldn't settle for more of the same. The current draft lacks ambition and boldness. We should aim to be extraordinary.

Please inspire the possible.

Sincerely,
Michael Runestad
2430 Field Way NE
Brookhaven, GA 30319

From: [Danielle Samuels](#)
To: [Opinion](#)
Subject: Widening the problem
Date: Thursday, December 5, 2019 9:58:46 AM

When it comes to Atlanta roads there are many studies that show widening roads or adding lanes to overcrowded areas do not decrease traffic. The traffic needs to be routed differently. In Cobb county there appears to be a new “fly over lane” that leads to the stadium area. These types of lanes take a particular type of driver from one area over to another area decreasing the need for extra cars to be on the road. They are in use in major cities like Miami, FL. There is an opportunity for flyover lanes in Atlanta from 75/85 to 20. Downtown’s connector is filled with cars that do not need to be downtown. This type of lane can redirect them to where they need to be. Lessen the strain on the existing road and lighten traffic. These are the types of solutions that we need in Atlanta. Not one but several fly over lanes. You could even charge fees and ppl would pay. You cannot get anywhere in the city in a timely fashion. Do something constructive that will address that problem!

Thanks for your time,
Danielle Samuels

Sent from my iPhone

From: [Renu Govindaraj](#)
To: [Opinion](#)
Subject: Clairmont Exit
Date: Wednesday, December 4, 2019 10:13:33 AM

We live off Crestline DR and Briarcliff intersection. Access to I-85 has become a nightmare during peak hours. It is going to get worse after those town homes off Briarcliff and Clairmont are fully occupied. There is always a gridlock in that intersection. I hope the TARP will come up with a solution to make the traffic flow smoothly.

Thank you.

Renu Govindaraj

██████████ [██████████@██████████.gmail.com](#)

From: [Tripp Phelps](#)
To: [Opinion](#)
Subject: I-85 and Clairmont Rd. Congestion
Date: Wednesday, December 4, 2019 11:48:32 AM

To whom it may concern,

I am a resident of unincorporated Dekalb County and utilize the I-85 and Clairmont intersection daily. I've lived in Atlanta for nearly 13 years and can't think of a more unorganized, congested series of on/off ramps, access road debacles, blocked intersections, and backed up through traffic in Atlanta Metro. Please prioritize this area as part of the upcoming project.

Thanks.

Tripp Phelps

From: [David Delduco](#)
To: [Opinion](#)
Cc: [David Delduco](#)
Subject: I85N at Claremont and North Druid Hills exits and Briarcliff Road
Date: Thursday, December 5, 2019 2:18:09 PM

The entire area is a mess when it comes to traffic. Getting off at Claremont and I85N is a disaster from before 5 till after 7pm. There has to be a way to address the right hand turn onto Claremont from the access road and merging traffic off of 85N and the access road. I get off at NDH to avoid that mess but the traffic from Cliff Vally to Claremont is also a big mess. The addition of the Emory healthcare facility at NDH and I85 will only make traffic worse. It would be great if you could study the whole area and develop a plan to reduce the traffic congestion in that area including going east on Claremont from before I85.

Please make this area a priority.

David Delduco
Sagamore Hills Drive
[REDACTED]

From: [Robin Morgan](#)
To: [Opinion](#)
Subject: Public Input Request
Date: Tuesday, December 3, 2019 11:39:11 PM

I understand that ARC is supporting LCI's and the initiative to reduce the amount of cars on our streets. I am all for LCI's in promoting walkable liveable areas. However, the Moores Mill/ Bolton Road LCI is being developed without a thought on how the new residents will travel East West.

Moores Mill Road is at current capacity regarding daily vehicles travelled. It is also 100% residential. I do not believe that anyone has given any thought as to the quality of life for the residents of Moores Mill Road. When an area is developed, it should be a priority to research surrounding neighborhoods and the impact the additional traffic will have on the surrounding streets. Moores Mill neighborhood is being sacrificed for the betterment of another neighborhood. This is WRONG!

Please look into working with GDOT to support an additional exit onto I-75 to support the residents of the Moores Mill / Bolton LCI.

From: [Joshua Barton](#)
To: [Opinion](#)
Subject: Regional Transportation Plan
Date: Friday, December 13, 2019 3:34:06 PM

I am delighted that Atlanta is investing approximately \$173 billion in its transportation infrastructure. This represents a significant opportunity to make fundamental changes to how people live and move in the city. Unfortunately, I believe the current plan fails to capitalize fully on that opportunity because it invests far too much in maintenance and improvements to existing roads and far too little in alternative methods of transportation, such as rail, biking/scootering, and walking.

Spending more than 50% of this substantial budget on maintaining and improving existing roads is a deeply unwise investment because it merely kicks the can down the road—cars are not the future and, eventually, there will be no choice but to make drastic, painful changes to transportation in the city. The earlier we start these changes, the less painful they will be and the sooner we can start enjoying enhanced mobility. Building or improving existing roads is shortsighted because it simply puts a bandaid over the problem and seeks to maintain the status quo; it doesn't even try to offer a permanent solution (or the beginnings of a permanent solution) to what everyone recognizes is perhaps the biggest problem in the city. Atlanta roads are already infamously slow and over-capacity, and the situation will only get worse in light of the city's projected explosive population growth. We simply cannot build enough roads and lanes to keep up and, even if we somehow could, doing so would destroy the beauty, vitality, and livability of the city. The time to take action to address Atlanta's crippling dependence on cars is now. I hope Atlanta's leaders will take bold steps to help the city catch up with the great cities of the world, most of which have strong public transportation systems that are crucial to the cities' vitality and livability. The current \$2.7 billion designated for rail and buses falls woefully short of what's needed, in my opinion (and in the opinion of every single person I've spoken with).

All the best,

Josh Barton

From: [Corinne Gensler](#)
To: [Opinion](#)
Subject: traffic plan survey
Date: Wednesday, December 4, 2019 12:27:48 PM

Suggestions:

1. widen N. Druid Hills Road in DeKalb County from I-85 south to Lawrenceville highway.
More lanes are needed to handle daily traffic.

From: [jeepskiers](#)
To: [Opinion](#)
Subject: Transportation problems in Atlanta
Date: Thursday, December 5, 2019 9:34:45 AM

The biggest issue causing backups is the timing of traffic lights on major roadways. For example: Cobb parkway at I-75 there are 5 traffic lights right after one another when the first light turns green the 2nd one is turning red so 3 cars move past the 1st light then the snare situation for the next 4 lights. This causes you to take nearly 30 mins to move less than 1/4 mile.

On DDI in Dunwoody as well as the DDI on Windy Hill. Traffic light timing again is just off, traffic does not flow.

Powers Ferry Rd in Marietta same situation.

Being a native New Yorker. I can tell you all major roadways will have a green light flowing in the same direction at the same time so traffic will flow through the area quicker than when the light is red the side roads will have a green to cross over (if it's an intersecting major road) or to turn on to the major roadway. Etc... etc...

Also, stop with lanes that end abruptly for no reason or suddenly become just an exit lane. Again as a former New Yorker if you are unsure where you need to go people instinctively drive in the right lane as to be able to turn off their road quickly. But nearly every right lane ends or becomes a turn only and cause them to have to merge into already congested traffic causing further delays.

There also needs to be more ways to travel from west to east further north and south of ATL i.e. to get from Kennesaw to Alpharetta the only easy way to get there is to travel down 75 across 285 and up 400. The BUSIEST sections of roads in Atlanta. This trip is also way longer than it needs to be if there were a highway to just travel east. Relieving some traffic congestion and redirecting other traffic. By giving an alternative route to the 75/285/85/400. Routes.

Sent from my Verizon, Samsung Galaxy smartphone

From: [Martha Gross](#)
To: [Opinion](#)
Subject: Transportation upgrades needed badly at I-85 and Clairmont and North Druid Hills
Date: Tuesday, December 3, 2019 8:10:52 PM

To Whom it May Concern:

The #1 issue we have in this area is Clairmont at I-85 and the I-85 access road. This is simply not working during rush hour and CHOA's first building with its 14,000 vpd is making it far worse. When they open their administrative building, it will be even worse. Presently, especially during rush hour, vehicles entering the Clairmont exit ramp from I-85 and vehicles headed north on the access road jockey into position to turn right, left or go straight on Clairmont in a hot mess. Clairmont is highly congested as well, and traffic on both I-85 and the access road backs up, sometimes even past CHOA or as far as North Druid Hills as it is and CHOA construction has just begun. The DRI was solely focused on Brookhaven and completely ignored the Clairmont intersection. Clairmont itself at Briarcliff carries roughly the same vpd as Peachtree at Lenox. Only Peachtree at Lenox has twice as many lanes and a median! Currently, it can take an hour in the afternoon to travel from Buford Highway to North Druid Hills along Clairmont.

Second, North Druid Hills from I-85 to Lawrenceville Highway cannot currently carry the rush hour traffic traveling to and from Gwinnett County and it gets worse by the day. It is getting to the point that travel any time of day can regularly slow to 5 or 10 mph, due to congestion. It will only get worse with the \$2 Billion in new construction planned by CHOA and Emory Executive Park. The DRI update for Executive Park did nothing to alleviate the congestion on North Druid Hills. It is guaranteed to get worse, even with the improvements to the I-85 interchange CHOA is making.

The DRI did not address the congestion along Briarcliff from North Druid Hills to Clairmont. Briarcliff badly needs to be widened now and will get far worse with \$2 Billion in new construction dumping an untold number of vehicles onto it and the access road.

A complicating special condition is that the City of Brookhaven is the one who grants development entitlements but has no responsibility for transportation in most of the area, as it remains unincorporated DeKalb and the County lacks both the motivation and the resources to upgrade transportation infrastructure when they do not benefit from the developments that generate the traffic. Worsening circle.

In short, please prioritize transportation upgrades in the areas around CHOA and Emory's Executive Park. I cannot think of any other place in the Metro area that carries this much traffic at these low and failing levels of service that will be absorbing 150 acres of new development that has already been entitled, and likely another 50 acres that will follow soon thereafter within a 1/2 mile radius. If this does not deserve high priority list, I cannot imagine what would.

Thanks in advance for your consideration.

Martha Gross
Zoning and Land Use Chair
North Druid Hills Residents Association
[REDACTED]

From: [Brian Gist](#)
To: [Opinion](#)
Subject: Comments on RTP
Date: Friday, December 13, 2019 9:42:30 PM
Attachments: [12_13_19 RTP Comments.PDF](#)

Mr. Orr,

Attached please find comments on the draft 2050 RTP update. If you have any questions please don't hesitate to contact me.

Sincerely,

Brian L. Gist
Senior Attorney
Southern Environmental Law Center
Ten 10th Street NE
Suite 1050
Atlanta, GA 30309
 selcga.org

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SOUTHERN ENVIRONMENTAL LAW CENTER

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ATLANTA, GA 30309-3848

Facsimile 404-521-9909

December 13, 2019

Via Electronic Mail and Regular U.S. Mail

Mr. John Orr
Manager - Transportation Access & Mobility Group
Atlanta Regional Commission
229 Peachtree St., NE
Atlanta, GA 30303
Email: [REDACTED]@atlantaregional.org

RE: Comments on 2019 Regional Transportation Plan Update

Dear Mr. Orr:

On behalf of the Southern Environmental Law Center, I am writing to submit comments on the Atlanta Regional Commission's draft 2019 Long-Range Transportation Plan (the "RTP"). SELC is a non-partisan, non-profit organization that works throughout the Southeast to promote transportation and land use decisions that strengthen our communities, protect our environment, and improve our quality of life.

As the overarching transportation planning document for the region, the RTP plays a key role in the transportation policies and projects that will shape metro Atlanta over the next three decades. In many respects, ARC has been a leader on transportation policy issues both regionally and nationally. ARC should be commended for its efforts to consider environmental justice issues, its prioritization of safety for bicycle/pedestrians, its use of data-driven project evaluation, and its analysis of greenhouse gas emissions. However, ARC must build on its work in these and other issues as it updates the RTP.

Please consider the following comments regarding the RTP and future steps that ARC can take to move transportation in the Atlanta region in a more sustainable, environmentally sensitive direction.

1. Use the TIP Evaluation Framework for all projects in the TIP. At several points in the RTP, ARC discusses the "TIP Evaluation Framework" created for analyzing the performance of transportation projects. (RTP at 38, 42, 58, 85). This project evaluation tool provides a platform for considering the performance of a given project against a variety of ARC's regional priorities including safety, equity, and consistency with existing plans.

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Currently, ARC only uses this tool for projects submitted in response to its call for TIP projects; thus the vast majority of projects in the TIP are not evaluated in this fashion. ARC should expand its use of this tool and assess the performance of all projects in the TIP. Even if this analysis does not directly influence the projects funded by GDOT and local governments, it will provide necessary data regarding the performance of these projects and how they align with ARC's regional priorities.

2. Identify the percent of total funding used for bond service. Figures 9 and 10 in the RTP lay out how transportation funding would be used through 2050. But these graphs do not identify the amount of transportation funding that will be used for debt service. Many large projects in the RTP are being advanced based on debt financing. For example, project AR-318 (I-75 Commercial Vehicle Lanes) would use over \$450 million in “design build finance repayment.” Numerous other projects include line items for “Public Private Partnership Bond” repayment or “Design Build Finance (DBF) Repayment.” Although debt financing allows projects to be built sooner, it means that a portion of future funds will be used for borrowing costs rather than constructing projects. The RTP touts the benefits of debt financing for these projects;¹ ARC must be transparent about the portion of future funding that will be used for financing costs and the burden this will place on future generations.

3. Analyze the alignment of funding sources with transportation use. The RTP notes a number of changes to the region's transportation funding in recent years, including the numerous new transportation SPLOSTs that have been enacted and the various new state fees. Traditionally, the primary method for raising transportation funding has been the gas tax, in which the amount a user pays toward transportation roughly corresponded to their use of the system (in the form of tax on the sale of gasoline). However, these new changes are increasingly moving Georgia away from a user fee system, disconnecting the funding raised from the use of our transportation system. How much people pay in sales tax has no relationship to how much they drive. To avoid creating an overly regressive transportation funding system, ARC should evaluate mechanisms that better align a person's use of the transportation system with their contribution to its funding.

4. Continue to improve the analytical tools for equity analysis. The RTP describes ARC's efforts to analyze the environmental justice impacts of planned transportation projects. Although ARC has refined its equity analysis tool since the last version of this plan, the new approach continues to focus on a project's location rather than its function. Currently, ARC maps the location of projects and, if the project intersects with an “Equity Target Area,” the project is assumed to benefit the adjacent community. However, not all projects benefit the adjacent communities. ARC should move toward a more functional approach, in which projects

¹ “Georgia now has a P3 framework that can leverage existing funding and improve project delivery rates through private sector innovation.” (RTP at 119)

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are assessed based on their performance rather than their location. Further, in evaluating social equity, ARC must continue to develop an approach that evaluates both the distribution of burdens and the distribution of benefits as required by federal law.

5. Performance analysis should consider alternate project scenarios. The RTP contains a scenario analysis, comparing modeled outcomes for the 2050 RTP projects against 2050 outcomes without those projects. (RTP at 136-145). This is largely an empty exercise, because metro Atlanta's transportation system will not remain unchanged for the next three decades. A more useful comparison would model the RTP projects against other ways the \$172 billion in transportation funding could be spent. For many of the metrics, the 2050 RTP Project Investments are not particularly successful in achieving the region's policy goals. Thus, it seems likely that an alternate combination of projects could be more successful in achieving these goals. Rather than analyzing whether spending \$172 billion is better than spending nothing, ARC should focus its scenario analysis on how to use that money most effectively.

6. Move beyond TDM to adopt VMT reduction strategies. Given the challenges metro Atlanta's transportation system already faces and projected future population growth, a key part of the region's transportation strategy must focus on reducing the number and length of trips in the region. (RTP at 67). Metro Atlanta has long invested in transportation demand management programs as a way to maximize the performance of our existing system, but recent years have seen other jurisdictions (including the City of Atlanta) move beyond TDM policies to adopt a broader goal of VMT reduction.² ARC should follow suit and adopt a comprehensive approach that incorporates VMT reduction as an organizing goal in all of its work. A more comprehensive VMT reduction approach would not only include TDM but also VMT reduction in local land use plans, project selection, and support for alternative modes of transportation. This approach should also include adopting a VMT reduction performance metric for projects and the regional plan. Further, this goal should be based on total VMT, not per capita VMT.

7. Ensure that the region's investment in toll lanes is done equitably and maximizes their utility for transit service. According to Figure 5, 6% of all transportation funding in the RTP will be used to build managed lanes. GDOT and others have focused on this new system of toll lanes as a key strategy for mobility as metro Atlanta continues to grow. Further, many state agencies have promised that these toll lanes will provide the right of way necessary for a regional bus rapid transit system. But delivering on this promise will require extensive coordination between the various state agencies, authorities, transit providers, and local governments involved. Given the enormous cost of these potential projects, metro Atlanta cannot afford to make mistakes with these projects. ARC should convene a Managed Lane Transit working group to ensure that all of the necessary entities are involved and coordinating. Further, it is imperative that the roadway planning and transit planning proceed at the same time; if the

² <https://www.mjbradley.com/toolkit-policy-VMT-reduction-programs>

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Comments on Regional Transportation Plan

roadway planning proceeds faster than the transit efforts it will likely result in less functional transit projects. Finally, the public and the Transportation Equity Advisory Group should be engaged in this process.

It is also important to develop a more robust equity program for these managed lanes. Research, both nationally and locally, indicates that wealthy drivers disproportionately use the new managed lanes. ARC should convene the necessary entities, including the public, to develop more robust equity policies to ensure that the benefits of these lanes are received by travelers of all income levels. Further, ARC should also provide modeling support to better document the types of travelers using these lanes.

8. Evolve the LCI program to include housing and TOD corridor studies.

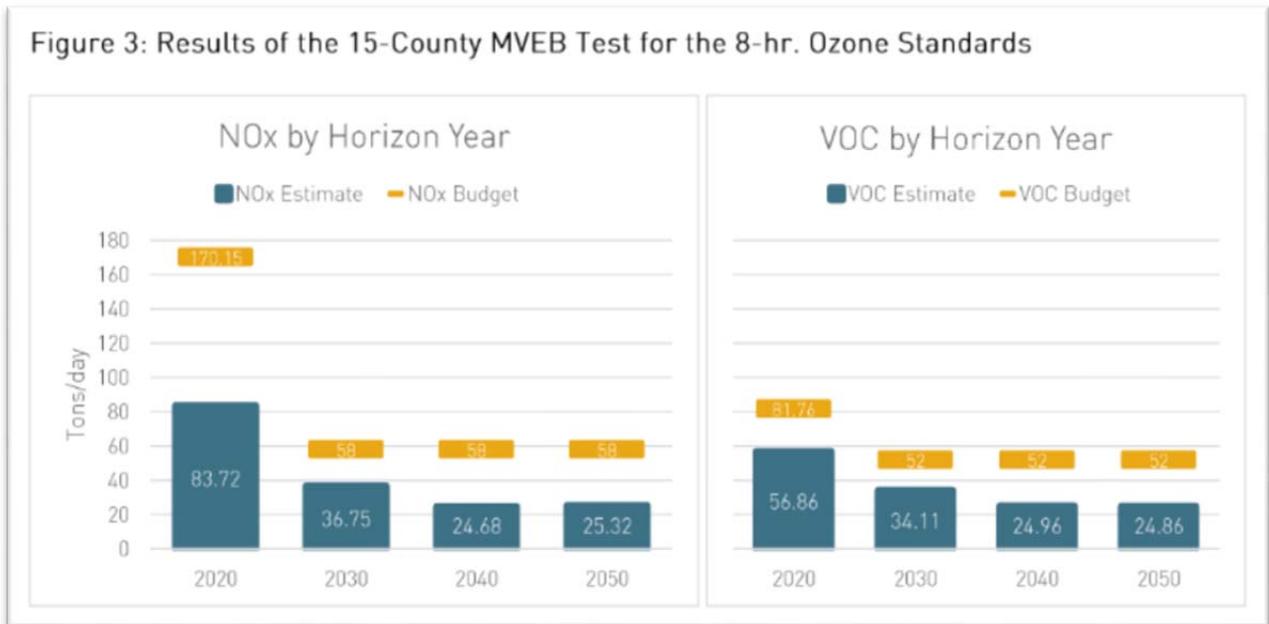
ARC's Liveable Centers Initiative studies have been a great success, helping local governments and CIDs develop plans to build more walkable, multimodal communities. Given the number of new fixed guideway transit projects anticipated in coming years, ARC should expand this program to cover transit corridors and allow transit providers to apply for LCI grants. Matching transit planning efforts with land use planning in these corridors will be key to achieving transit oriented development and, ultimately, the success of these lines. ARC should expand the LCI program to ensure that transit corridor studies are eligible, and should encourage MARTA (and any other transit providers planning fixed guideway transit projects) to seek LCI grants for these projects.

9. Study the challenges and opportunities presented by transportation electrification. ARC should undertake a more comprehensive study of the impacts of transportation electrification on the region. The RTP makes passing reference to the potential air quality benefits of transportation electrification. (RTP at 151). But given the region's ongoing challenges with ozone, ARC should examine the potential air quality benefits of transportation electrification and whether CMAQ, STP block grant, or other federal funds should be used to accelerate the transition to electric transportation.

Similarly, concerns around vehicle range and charging are frequently cited as a barrier to EV adoption. Other MPOs have examined the location and availability of charging infrastructure to plan for the optimal deployment of future infrastructure. ARC is uniquely positioned to perform this analysis for metro Atlanta, given its ability to model actual travel patterns and volumes in the region.

10. Conduct more detailed analysis regarding conformity under the 2015 ozone standard and potential changes to federal CAFE standards. The Atlanta region is designated as a maintenance area for the 2008 ozone standard (75 ppb) but a nonattainment area for the 2015 standard (70 ppb). ARC intends to demonstrate conformity for the RTP with the limits set in the 2008 Ozone Maintenance SIP's Motor Vehicle Emission Budget. (Conformity Determination Report at 13). It appears that the plan will conform with these limits. But Georgia

EPD will need to submit a new SIP for the 2015 ozone standard and this forthcoming SIP will likely contain lower MVEB limits. Further, the MOVES model used for ARC's conformity modeling currently assumes that the 2021-2025 CAFE standards will be implemented. However, the Trump Administration has proposed delaying or reducing these fuel economy improvements. The net effect of these two contingencies is to reduce the gap between the RTP's modelled NOx emissions and the MVEB limit. Thus, the comfortable gap that currently exists could be smaller in the near future.



ARC should plan for both of these contingencies to ensure that a combination of a tighter MVEB and an increase in modeled emissions does not push the region into another conformity lapse.

11. Adopt resilience as part of the land use and transportation planning processes. The RTP describes ARC's work to address transportation resiliency, including the ongoing Extreme Weather and Durability Pilot program. ARC should be commended for its leadership and its work in this area to date. However, given the changing climate and the increasing frequency of severe weather events, ARC must transition this work from the planning phase to the implementation phase. There are a wide variety of ways ARC can begin to implement its resilience work. ARC should: (i) ensure that the Extreme Weather and Durability tool currently is made available to all local governments and the general public; (ii) incorporate resilience into its TIP Project Evaluation Framework; (iii) include an infrastructure vulnerability assessment into the next version of the RTP; and (iv) require all local governments to do a vulnerability assessment as part of their comprehensive transportation plans.

December 13, 2019
Comments on Regional Transportation Plan

Conclusion

Thank you for your hard work in preparing this plan and I look forward to working with ARC to implement these recommendations. If you have any questions please contact me at [REDACTED] or [REDACTED] selcga.org.

Sincerely,



Brian L. Gist

From: [Vandora Scott](#)
To: [Opinion](#)
Subject: Encourage and promote teleworking
Date: Monday, November 25, 2019 6:14:59 PM

Sent from [Mail](#) for Windows 10

From: [Vandora Scott](#)
To: [Opinion](#)
Subject: TELE-COMMUTE
Date: Friday, December 6, 2019 12:00:45 PM

Please make a grand effort to encourage businesses to allow employees, when applicable, to telecommute.

From: [Stephen C. Thrower II](#)
To: [Opinion](#)
Subject: The Future of Transit in Atlanta and GA
Date: Wednesday, December 4, 2019 12:50:40 PM

To whom it may concern,

My name's Stephen Thrower. I'm 30. Moved to GA in 1995 to Cumming GA. Now live in Sandy Springs, GA. Lover of Atlanta, and the vast nature that our city and surrounding areas provide.

A friend sent me the article from Curbed with the link to share my opinion while you're still listening.

To keep it as short as I can. I believe we are looking at a crisis of sorts, that has to be handled carefully. Have no doubts that the State and City will do so. With that said, I believe what will **DRASTICALLY HELP** is if some of those Billions of Dollars being spent are used to entice employers to move to Work From Home Days, Flex Schedules, Digital & Telecommuting. The typical commute is a **LARGE** portion of the traffic I have see on our State's roadways my 20+ years of living here.

I can get from my home in Sandy Springs, to nearly anywhere I want in the city at 3AM in less than 40 minutes.

If I try to go to say, Ponce City Market, at 5pm on a weekday VS 3am on any given day.

The difference is obvious..

So I would say encouraging employers across the city and state to understand their responsibility in all of this is very important. No, it's not the only traffic on our roadways. We have an international Airport, the busiest in the world. We have I-285, US-19 aka GA 400, I-85, I-75, and so on. That are utilized by "Travelers" or "Out of Towner's" if you will who are passing through for various reasons. As we **ALL** know our State is growing. Starting with Employers, and getting them to understand the big picture of what happens **EVERY DAY** from 4am to 10am, 11am to 1pm, and from 3pm until nearly 9pm...Simply because of commuting **CANNOT** be **ONLY** the Commuter's issue. In a perfect world yes, I'd carpool or use a ride share platform like a public transit, etc.. but it should start with **EMPLOYERS** accepting and embracing their role they play an how it should be a positive role.

What would happen to the statistics of commuters if employers across the city and state were required to, where and when possible, to require their employees to work from home?

I thank you for your time and consideration hearing me out. When I moved to GA. GA-400 and Keith Bridge Road aka Hwy 369 was a 4 way stop sign... look at Forsyth and Dawson Counties now... It's madness, truly insane honestly looking back on my hometown of Cumming GA and Atlanta and how we've grown.

I hope you will take this into consideration.

Thank you,

Stephen C. Thrower II
Sandy Springs, GA



From: [DICKERSON STEVE](#)
To: [Opinion](#)
Subject: \$173 Billion Plan for ATL
Date: Tuesday, November 26, 2019 3:33:13 PM
Attachments: [PlanForATLsolvingCongestion.doc](#)

The attached is my standard set of suggestions. Fortunately about \$1B would make urban trips much better than today. I am the technology geek on the ATL Board.

Best personal regards and thanks,

Steve Dickerson
Professor Emeritus Georgia Tech and ATL Board Member

[REDACTED] cell
[REDACTED] home
[REDACTED] bellsouth.net

From: [Mike M](#)
To: [Opinion](#)
Subject: \$173B vision to 'keep metro ATL moving' through 2050, seek public input.
Date: Wednesday, December 4, 2019 8:18:55 PM

Hi Planners,

I've moved to Midtown Atlanta in 1994 from Charlotte, NC so I've been here 25 years. Atlanta has grown a lot since 1994. Developers have torn down small buildings or single family homes and replaced them with high-rise condos, apartments and business.

A city block that used to hold a handful of houses and small shops now hold 200-300 people in a single building stacked 20-40 stories high. Each person most likely owns a car or truck who drive on the same road that was built 50+ years ago. The roads in Atlanta proper was not designed to handle this many cars. On top of that, the traffic signals are not synchronized so we often move one block at a time causing traffic to back up for miles.

Atlanta was the first city I lived in that had an underground metro subway system. I've used the metro in Washington DC, NY City and San Francisco. I could go almost anywhere in the city by subway so I didn't need a car.

The problem with Atlanta MARTA subway is it doesn't go in but in 4 directions, North, South, East, West. If I'm going anywhere in between I'd have to then take a bus and that is just too slow with frequent stops and is stuck in traffic with all the other cars so I may as well drive my own car than put up with all that time consuming hassle.

In 1994 I thought Atlanta would expand the Marta subway in more directions similar to DC, NYC, and SF but after 25 years, nothing. The lack of subway expansion is where Atlanta dropped the ball in the city's growth plan. People don't want to sit on a bus that stops at every corner and fewer want to carpool.

I hope some of that \$173B is used to add more mass transit subway destinations, that is the only way people will ditch their car. Currently, I use MARTA to get to the Airport every now and then but that's all.

Sincerely,
Mike Mallette

From: [Manuel Muhl](#)
To: [Opinion](#)
Subject: 30-year transportation plan
Date: Monday, December 16, 2019 1:03:50 PM

Hello,

I've moved to Atlanta in 2011 from Germany and has it seen changed over the years. With the many developments going on in the and around the city in the past years, I think the City needs to act and start incorporating alternative transportation before it's too late and we end up with unavoidable traffic jams all over the city. Given the right transport options more people will use public transportation to avoid stressful traffic. This could work within the city as well as commuting from suburbs to the city. I vote for better public transportation and hope Atlanta will be similar to how most German cities function. I my own experience I can say taking a train ride to work instead of a car is much less stressful and lastly better for the mental health.

--

Kind regards,
Manuel Muhl

From: [Sean Dunnigan](#)
To: [Opinion](#)
Subject: 2050 Regional Transportation Plan - Additional Recommendation
Date: Wednesday, December 4, 2019 11:36:05 PM

Hi Team,

As you look towards a large scale plan and upgrade to transportation in the Atlanta area, I strongly urge the funding to include plans, design, and possible infrastructure beginnings for a Hyperloop One implementation. Hyperloop will at some point be a transportation method that enables people to live in large city (or adjacencies) landscapes of their choosing and travel to another one (Tampa to Atlanta, etc...) within an hour or two to get to work in another state through public transit. For a system such as Hyperloop to work in a hub like Atlanta planning and funding would need to start now if we even want to see it work by the 22nd century.

I do not know much about construction, roadwork, or public infrastructure, but I am passionate about making travel and work easier for all. A full scale Hyperloop could eventually allow Americans to seamlessly and affordably travel across the country in airplane-like times without the inconvenience.

Lets have Atlanta be the city that leads this charge and the planning for such needs to start now.

Best Regards,

Sean Thomas Dunnigan
[REDACTED]@aol.com

From: [Michael Fleming](#)
To: [Opinion](#)
Subject: 2050 RTP Comments
Date: Saturday, December 14, 2019 1:34:42 AM

Attention: John Orr, Manager- Transportation Access & Mobility Group

The Atlanta Regional Commission (ARC) possesses a powerful tool that is not being used to its full potential of evaluating alternative future growth and transportation investment scenarios. Although ARC's travel demand model is described as "state of the art" in peer reviews and in the 2019 federal recertification report on the Metropolitan Planning Organization (MPO) process, it has been relegated to the role of demonstrating that vehicle fuel economy standards and electric power generation shifts away from coal can offset a "business as usual" approach of massive investment in additional roadway capacity on conformity with air quality standards while transit investments shrink from 37% of the 2040 Regional Transportation Plan (RTP) to only 25% of the proposed 2050 RTP. The first job of the travel demand model is to provide decision support for allocating limited transportation resources and we have lost sight of this.

The 2013 San Francisco Bay Area RTP process is particularly informative. Official bodies developed three alternative future growth scenarios to inform a robust regional discussion. In response, the advocacy community put forward a fourth scenario that demonstrated even better performance on job access and economic mobility, which ultimately led to increased RTP emphasis on a grid of frequent local transit service.

Performance measures that emphasize mitigation of roadway congestion delay miss the more fundamental problem of automobile dependency that negatively impacts housing affordability, environmental sustainability and social equity. What if we identified reduction in vehicle miles traveled per capita as the primary objective for our regional growth?

Land use assumptions that rely on a single "adopted" population projection leave no room to explore the iterative effects that new high capacity transit access will have on increasing development density. Compact communities that support walk access to grocery stores can enable households to shed the ownership cost for at least one vehicle, but the current planning process has no way to capture this effect of transit nodes.

The More MARTA program offered to Atlanta voters in 2016 implied that the entire BeltLine and at least four new infill MARTA station connections at BeltLine crossings would be rigorously considered, but the Technical Analysis used in 2018 did not perform any new travel demand modeling. Despite a laundry list of goals including seamless connectivity and emphasis on exclusive guideways, the only performance measure that actually supports the final priorities is the location of employment - regardless of whether or not it links to any employees. A destination without an origin is only half a trip. Deciding the fate

of more than \$2.5 Billion dollars in regressive sales tax revenue without travel demand modeling is careless at best.

Cross-regional, bi-directional, all day commuter rail has never been properly evaluated with the travel demand model. The Concept 3 Regional Transit Vision as adopted in 2008 began to break with the notion that all proposed commuter rail lines would operate primarily in peak flow direction and terminate Downtown (like Boston, Chicago and Washington, DC) and moved toward linking suburbs to the airport with continuous service through downtown (like Denver, Philadelphia and Miami). Yet successive iterations of the Regional Transit Institutional Analysis (RTIA), Transit Planning Board (TPB), and Regional Transit Committee (RTC) have failed to produce the essential result of establishing a regional rail district or reconstituting the Georgia Rail Passenger Authority, which remains exempt in the ATL legislation from MARTA's designation as the sole "heavy rail" operator.

The 2018 update of Concept 3 quietly allowed most regional commuter rail to slip away without robust analysis due to the "lack of a sponsoring agency." This is precisely backwards. We need ARC to demonstrate through travel demand modeling how partnering with the freight railroads to expand and share track capacity with regional rail in existing corridors could impact livability at a fraction of the cost of new purpose built corridors for any mode. There's a reason 9 of the 10 metro areas larger than Atlanta employ commuter rail, but we won't ever find a sponsor if we don't measure the idea with our best tool.

The Gwinnett County Transit plan completely ignored both of its potential commuter rail lines that were identified in Concept 3. The Cobb Comprehensive Transportation Plan is giving the same lack of attention to transit potential on its two main rail lines. Isn't ARC funding these studies? Don't you provide any standards and oversight? Is it possible that more Gwinnett voters may have looked favorably on transit expansion if commuter rail had been included to serve its historic depot towns? Are we to think that residents have forgotten the promise of the Brain Train to link Athens and Atlanta through Emory? Who was the sponsor of the Marietta Commuter Rail project that appeared briefly in a draft version of the Concept 3 update and then quickly disappeared?

The idea of commuter rail in the Atlanta region is stuck in a catch 22 that only bold leadership (from ARC?) can break through. Local comprehensive plans can not independently put forth project ideas that rely on a regional system beyond their control to be effective. On the flip side, the Regional Transportation Plan refuses to consider projects that are not already included in an adopted local plan. So where are the breakthrough ideas supposed to come from? The best answer must be through the consideration of robust alternative scenarios in the next RTP process. I challenge you to develop a scenario that would flex \$10 Billion in federal highway funding toward regional rail transit and show how it performs.

Even the committee structure of ARC reflects the assumption that Class I railroads are part of the freight community along with the trucking industry rather than key potential partners for passenger transit. By contrast, the rail-focused CREATE program in Chicago has leveraged public and private funds to separate at-grade crossings and construct rail flyovers that improve the movement of people and goods by train.

Right now is a particularly opportune moment to begin looking more seriously at regional rail transit for several reasons. Widespread deployment of Positive Train Control (PTC) on Class I railroads including CSX and Norfolk-Southern increases the effective capacity for shared-use between freight and passenger trains of existing and added trackage. Federal Railroad Administration standards effective in 2019 for Diesel Multiple Unit (DMU) trains that emphasize overall crashworthiness rather than discrete mandates for individual components will allow a lighter and swifter fleet of passenger vehicles to share rail corridors with freight trains - providing for a service frequency and close station spacing more akin to light rail. The advent of Uber and Lyft mean that regional rail stations can put less emphasis on commuter parking and more on supporting the walkable redevelopment of historic town centers.

What if instead of spending well over \$2 Billion on a four-mile light rail spur to the Clifton Corridor we were to leverage a connection between Emory University and MARTA as the backbone of a high frequency DMU corridor extending to Atlanta's Westside Park then continuing along Norfolk Southern to Mableton, Austell and Powder Springs and east along CSX to Tucker, Lilburn, Lawrenceville? This would link lower cost suburban housing with employment centers while providing a seamless MARTA transfer to Buckhead and Midtown/Downtown - as well as a direct connection to Amtrak and support for a continuous loop of BeltLine Rail transit between Piedmont Hospital and Piedmont Park.

Armour Station could be the single most important project of a generation, but it's never been modeled comprehensively with a cross regional commuter rail component along with Amtrak, MARTA, and the BeltLine.

Thank you.

--

Michael Fleming - Your Local Independent Agent
Senior Benefits of Georgia - Medicare Insurance Brokers

██████████ cell | ██████████ office

From: [Allen James Fromherz](#)
To: [Opinion](#)
Cc: [William Tomlin](#)
Subject: Against Clifton Corridor Plans in RTP draft
Date: Tuesday, December 3, 2019 3:30:27 PM

TO: Atlanta Regional Commission

RE: Draft Comments

As a resident of Dekalb County and as a professor of history, I am very much opposed to the way that the Clifton Corridor project is being imposed upon my community. Specifically, I am against the way that N. Decatur road is being planned as a cut through for traffic to Emory with no regards for the historic preservation status of our community. Plans exist to take away front yards, spend hundreds of millions of dollars on bridges for CSX and move power lines and other infrastructure that will be disruptive towards us for years, if not decades into the future. As it is, N. Decatur already has too much traffic. Widening lanes and adding the light rail through N. Decatur makes no sense and will be very harmful to our community. Already the high school Druid Hills has sent letters to owners of historic homes wanting to demolish their homes in order to allow access and parking around Clifton Corridor on Haygood. Even our beautiful historic Emory Presbyterian church is being threatened because of the impact of Clifton Corridor plans - a one of a kind piece of architecture that may be destroyed because of this ram rod style of development planning that takes no account of actual home owners and tax payers and doesn't actually incorporate or listen to feedback. The current MARTA plans for Clifton Corridor not only take funds away from the uses those funds were voted for (beltline etc.) but sends them to a project that those along the corridor do not support in its current form. Emory got into the city of Atlanta AFTER funds were voted upon for transit. It seems only fair that Clifton Corridor and Emory desires would be prioritized after those of the voters and tax payers of both Fulton and Dekalb. A simple solution that would save so much money and avoid impacts on my neighborhood Emory Grove, which could be set to loose so many beautiful yards and historic homes in the current plans, would be simply to ask CSX to share their corridor, to put Clifton Corridor along the existing rail line. But no, nobody at MARTA or ATL regional commission wants to even ask CSX or, as they should, demand from CSX, a right away along their corridor. Instead, everything about Clifton Corridor seems to be about benefiting CSX (Which wants higher bridges for double decker transport) and Emory, not listening to the residents or the people. Our taxes are instead going to a project that will push traffic on us and destroy historic heart of our community.

By not taking seriously community concerns or community preferred options the public has been effectively left out of your decision making process. This is a mistake. If you go through with current Clifton Corridor plans, there will be public demonstrations against it. We will have our voices of opposition heard. We are currently organizing a coordinated neighborhood response to defend historic properties and homes and prevent this bulldozer mentality that only increases traffic and decreases quality of life. Please stand up to your principles and stand

against the Clifton Corridor along N. Decatur or along any at grade street level that involves the destruction of homes. As a professor and as a taxpayer and active community resident I urge you to do the right thing and listen to what people (not just big corporate or non-profit interests) actually want.

Dr. Fromherz

From: [WJ](#)
To: [Opinion](#)
Subject: Arc blog
Date: Saturday, December 7, 2019 12:06:51 AM

How about sitting down with CSX and looking at all the railroad lines that run through Georgia. And possibly putting commuter trains on them during rush hour to bring people into the city. And the cost would be less. Retro fit those lines with the third rail and build parking lots.

[Sent from Yahoo Mail on Android](#)

From: [DuVarney, Justin](#)
To: [Opinion](#)
Cc: [REDACTED]@gmail.com; [calley](#) [REDACTED]@gmail.com
Subject: ATL Desperately Needs a Better Rail System
Date: Tuesday, December 3, 2019 6:30:25 PM

To whom it may concern,

I recently read in an article that the Atlanta Regional Commission was considering the following with the funding that has been earmarked for transportation improvements:

“That means road resurfacing, bridge repair, and the replacement of old buses and rail cars, plus upgrades “to improve safety and traffic flow by connecting vehicles to ‘smart’ traffic signals,” per an ARC blog post.

But the plan also calls for plenty of additions to the region’s transit network, including:

- The \$2.7 billion More MARTA program in the City of Atlanta, which includes light rail on portions of the Atlanta Beltline and the Clifton Corridor, extensions to the city’s streetcar network, and bus rapid transit projects on key corridors;
- A bus rapid transit expansion project in Gwinnett County to connect the Doraville MARTA Station to Sugarloaf Mills;
- Connect Cobb bus rapid transit, from Kennesaw State University to Arts Center MARTA Station;
- Clayton County bus rapid transit to connect the county to the College Park MARTA Station.”

It may not be included within this article but I didn’t see anything about expanding the existing MARTA network in and around the city. In order for ATL to be a top player in the country over the next 30 years it will require a comprehensive network of trains to get people to and from the City. Atlanta is already behind the 8-ball in terms of public transportation and I can’t fathom that it is sustainable for the overall growth of the city to NOT expand the rail network. Simply providing rapid bus transit seems like a poor use of funds when the city needs a train system similar to what New York City has.

For what it’s worth (probably not much), I would recommend being extremely aggressive and ambitious in pursuing a rail network that would ease the pressure the city currently has due to excessive car transit. This would make ATL, which is currently a powerhouse in the SE region, a major player against all other big cities in the U.S.

Don’t settle for patchwork improvements. Be bold and visionary when it comes to the improvements required to make ATL the amazing city we all know it is. Always lead – never follow behind the times.

Best,

Justin DuVarney
Deloitte Consulting LLP

Mobile: [REDACTED]
[REDACTED] deloitte.com | www.deloitte.com

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From: [William Tomlin](#)
To: [Opinion](#)
Subject: Atlanta Region's Plan Comments-Clifton Corridor-Attn: John Orr
Date: Friday, December 13, 2019 9:14:43 AM

Dear Mr. Orr,

Thank you for the opportunity to comment on Atlanta's Region Plan. Please accept and include in the official record the following comments on the Clifton Corridor Light Rail project.

The Clifton Corridor Light Rail project is being promoted, in part, on the grounds that it is one of the best situated transit proposals in the Atlanta region to win the award of federal funding. This premise, though, and the whole project are fatally flawed for a number of reasons. The project is uneconomical, it would violate federal historic preservation laws, and it faces significant community opposition. Each of these points will be discussed in turn.

First, the Clifton Corridor project is uneconomical. With a cost coming in at over \$1 billion, it is one of the most, if not the most, expensive transit project being considered in Atlanta. Further, the cost per mile far exceeds the cost per mile of similar projects, like Atlanta BeltLine light rail. In fact, a previously proposed transit project, the Atlanta-Lawrenceville-Athens "Brain Train," which would have served much the same Clifton Corridor area, had a total price for the 70-plus miles from Atlanta to Athens that was almost the same as the cost of the few miles of the Clifton Corridor Light Rail project.

Second, the Clifton Corridor Light Rail project, as currently proposed, would be barred by federal historic preservation statutes. Federal law prohibits projects that would have adverse impacts on properties listed, or eligible for listing, on the National Register of Historic Places when prudent and feasible alternatives exist. The current proposal to build the train at grade on Haygood Drive and North Decatur Road would take significant amounts of property and structures from the Emory Grove Historic District, which is listed on the National Register, and jeopardize the continuing existence of the neighborhood. The fact that the Brain Train could have been built on the existing railroad tracks to the north and east of Emory Grove proves that feasible and prudent alternatives exist. Therefore, the current proposal is unquestionably illegal.

Finally, the Clifton Corridor Light Rail project has faced and will continue to face significant community opposition. MARTA has faced outrage at community meetings over the years this project has been under consideration, and the neighborhood association most directly impacted by the project has taken a firm position opposing light rail transit along North Decatur Road. The bloated cost of the project will necessarily affect other projects by draining funds promised to them, like the Atlanta BeltLine, and these broken promises have already provoked considerable opposition across the city. A local chapter of the NAACP even threatened a boycott of MARTA at one public meeting if funds are spent on unwanted projects like Clifton Corridor.

These concerns could be ameliorated by making common-sense modifications to the proposal. The Clifton Corridor Light Rail should run on the existing CSX tracks to the north and east of Emory Grove. This simple modification would dramatically reduce the cost of the project and would avoid most negative impacts to historic resources. Only a small number of

trains still run on these tracks, so even if CSX needed to maintain use of the corridor, that use could be managed to avoid interference with transit.

So far, leaders working on the Clifton Corridor project have not done a good job incorporating community concerns and feedback into the project proposals. If leaders reach out to and work with the community, acceptable solutions could be developed that would avoid widening North Decatur Road and Haygood Drive and avoid taking private property and structures. I hope you will consider these points and create a transit plan that benefits everyone.

Respectfully,
William Tomlin

From: [Christopher Guthrie II](#)
To: [Opinion](#)
Subject: Atlanta Regional Transportation Plan
Date: Wednesday, December 4, 2019 1:37:24 PM

Trains. Why are we not going all in on trains? Like the system in London or NYC.

Sent from my iPhone

From: [Joel Smith](#)
To: [Opinion](#)
Subject: Atlanta Region's Plan - Opinion
Date: Friday, December 6, 2019 11:41:11 PM
Attachments: [Atlanta Transit Link Study.docx](#)

Attached is a transportation letter to the editor at the AJC which I sent in September (not published). The only solution which will provide an alternative to traffic congestion for people throughout metro Atlanta is variable toll lanes next to crowded highways. These automobile toll lanes will double as a throughway for vanpools and a metro-wide bus rapid transit system. Thanks, Joel Smith. Stockbridge, GA.

Smart Money for a Transportation Solution

The Atlanta-Region Transit Link Authority recently released a regional transit plan containing a tentative list of 76 projects in 12 metro counties costing \$16 billion (AJC, September 25). The overriding reason for such a large expenditure should be to address the traffic congestion problem in the metro area. However, a project for this corridor or that corridor may have some benefit to residents in those areas, but the people who live in this 29 county 8,000 square mile area known as metro Atlanta are looking for an alternative to the ever-increasing congestion throughout the region.

The GDOT has already begun the project which will be of most benefit to the entire region; variable toll lanes next to crowded highways throughout the metro area. These guaranteed 45 mph automobile lanes can also provide a throughway for bus rapid transit and vanpools from one end of our region to the other. Most regional transportation money should be directed to this solution.

Joel Smith

Stockbridge, GA

From: [Rahul Isaac](#)
To: [Opinion](#)
Subject: Better Buses NOW
Date: Thursday, December 12, 2019 3:23:21 PM

I'm a resident of the City of Atlanta & I work in Cobb County. I commute daily via MARTA & CobbLinc and also use transit (primarily MARTA) for the majority of my transportation needs. Clifton Rail and Beltline Rail are both important projects but both are expensive and difficult to get done quickly (as is most rail). On the other hand, it is relatively cheap and quick to improve buses in the city as other cities such as Seattle & Huston have done. This would involve:

- Rethinking the entire bus network as different areas have increase in density and new job centers have emerged
- Moving away from the idea that buses are simply feeders for the rail system. Buses could follow major roads - a Piedmont bus for example.
- Avoiding convoluted routes like the 809's detours into Armor.
- 10 minute headways along as many routes as possible - this makes bus to bus transfers stress free
- Serve dense areas of the city better - for example, better connections between West Midtown & Midtown
- More short routes that have a better chance of staying on schedule
- Dedicated bus lanes on any road with 3+ lanes in each direction. In particular, dedicated stretches to connect to transit stations in areas with the worst traffic - it often takes my CobbLinc bus close to 10 minutes to travel from 17th & Spring to the Arts Center Station because of the traffic and the fact that it travels down to 14th rather than turn on 16th.

I do see that there are BRT and ART routes planned, but I fear that we will just build out 1-2 good bus routes and call it a day, rather than committing to making the entire network more efficient and usable. I hope we prioritize better buses that will make transit better in Atlanta today rather than 20 years from now.

From: [Kyle Korelishn](#)
To: [Opinion](#)
Subject: Better transit for Atlanta
Date: Wednesday, December 4, 2019 12:41:52 PM

To Whom it May Concern,

The ARC 30 year plan is woefully lacking a commitment to light and heavy rail. We are at an unprecedented level of continued growth, congestion and in-fill. Which requires an unprecedented way of thinking about how we're going to grow, commute and thrive over the next 3 decades- one of the key ways has to be a commitment to expanding our public transit system in earnest. Marta rail is great, it just does not go enough places- if went more places, more people would use it and get out of their cars.

\$2.7 billion is not nearly enough of a commitment in comparison with other major cities that are outpacing us in terms of rail investment, that number should be 5 or 10 times that- otherwise we're keeping the status quo of automobile transit our mindset. We need a mindset shift to signal that we are serious about embracing the future and tackling our congestion problem head on.

Please, while we have an opportunity to do so, think uncommonly and step up the commitment to make rail / light rail / streetcar transit a MAJOR component of our infrastructure.

Thank you,

Kyle Korelishn

From: [Linda Bell](#)
To: [Opinion](#)
Subject: BRT from Kennesaw to Arts Center
Date: Monday, November 25, 2019 10:49:26 PM

I hope this will be on its own designated lane, not just adding another bus.

Sent from [Mail](#) for Windows 10

From: [Michael Walls](#)
To: [Opinion](#)
Subject: Comment for Regional Transportation Plan
Date: Friday, December 13, 2019 9:31:31 PM
Attachments: [Buses as Priority.docx](#)

Dear Mr. Orr,

Attached is my comment regarding the Regional Transportation Plan.

Thank you for your consideration of my comment and thank you for all you do for transportation in the region.

Michael Walls

I am writing to urge you to make better bus service a priority under the 25-year Transportation Plan. Doing so is in the best interest of the region. I base that belief, in part, on my experience when I had the privilege of serving on the MARTA Board for eight years, four of which as Board Chairman, during the 2000s, but also on my experience as person who has been a regular user of MARTA buses since I moved to Atlanta 1975.

MARTA serves two functions for our region.

1. Serving the needs of transit dependent people.
2. Improving the experience of all the people in the region by providing alternatives to driving that reduce traffic congestion, commute times, and air pollution.

The arguments for using local, state and federal money to build more rail applies as well to improving bus service. If the region fails to prioritize and provide more resources to improving bus service it would be a missed opportunity that may never come again. Implementing improvements that reduce wait time, make travel by bus convenient and competitive with driving are the quickest and least expensive way to increase the numbers of people using public transit.

During the 1990s and first decade of this century, MARTA had to make service cuts on several occasions. Several factors necessitated that, including:

- * Changes in the late 1990s to the method used by the Federal government to apportion funding for operations in large transit systems like MARTA.
- * The recession of 2001.
- * The lengthy and deep 2007-2009 recession.

Those cuts resulted in fewer buses on the streets, longer headways and, in some cases, longer routes due to the combining of several routes into one, all of which impose on people dependent on public transit and are a disincentive for people who can drive to instead use public transit. While some of the service cuts have since been restored, the longer headways and long, lengthy, combined routes still remain.

For the transit dependent people, making improvements to our bus service is also a matter of simple fairness. People who, because of disabilities, age, low income, place of residence or poverty have no option other than a bus deserve more than they are getting. Shortening head ways and wait times that make getting around by bus more convenient, time-consuming and predictable, are the most obviously needed improvements.

To accomplish those goals, MARTA needs to put more buses on the streets. MARTA should also invest in technology such as and traffic planning and promote planning improvements such as dedicated lanes that prevent buses from being stuck in traffic. Less obvious service improvement such as benches and shelter at stops are also needed.

The extent that fast-tracking the Beltline relative to other projects has become such a big issue is disappointing to me. I live near the Beltline, enjoy walking on it, and am a person who would benefit by rail on it. I was also one of the strongest proponents on the MARTA Board for making the Beltline one of the Board's priorities, and I still hope to someday ride a train on the line. But not at the expense of other projects that benefit low-income communities, the much-needed Clifton Corridor line and most of all transit dependent persons, some of whom are being pushed away from access to the Beltline as I write.

Bus riders are not second-class riders, and they should not be treated as such, especially since the steps needed to improve their riding experience are miniscule compared to what it takes to build a train line.

From: [Nelida Gallardo](#)
To: [Opinion](#)
Subject: CobbLINC bus rapid transit, from Kennesaw State University to Arts Center MARTA Station;
Date: Wednesday, December 11, 2019 1:29:56 PM

CobbLINC bus rapid transit, from Kennesaw State University to Arts Center MARTA Station;
Is the most important thing the transportation system needs to work on.

From: [Michael Walls](#)
To: [Opinion](#)
Subject: Comment for Regional Transportation Plan
Date: Friday, December 13, 2019 9:31:31 PM
Attachments: [Buses as Priority.docx](#)

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Michael Walls

From: [REDACTED] [charter.net](#)
To: [Opinion](#)
Subject: Comment on Atlanta Region Plan
Date: Friday, December 13, 2019 3:57:30 PM

Please replace MARTA with a system that actually works. I have been riding MARTA since it began and it sucks every single day. MARTA does not maintain its product. For such a progressive city, this is an archaic system.

From: [D.Campbell](#)
To: [Opinion](#)
Subject: Comment on the Atlanta Region's Plan
Date: Friday, December 13, 2019 3:07:07 PM

Hello,

The growing Atlanta region transit issues are well documented. Having lived and worked within metro Atlanta for the last 8 years, I believe the most effective way to reduce congestion and get cars off the road and people to their destination in a predictable and consistent manner is heavy rail. Nick Stephens, a Georgia Tech-trained city planner“ recently wrote, "Although rail expansion is contentious for its high cost, there is simply no substitute”. I would ask the commission to consider exhaustively all rail options for the metro region. All the best cities in the world are known for an extensive rail system. For Atlanta to become a top destination in the world our rail system has to be invested in today. Not 30-40 years down the road.

Please consider reviewing the proposed transit solutions outlined by Nick Stephens here: <https://atlanta.curbed.com/2019/12/13/21020413/marta-atlanta-transportation-rail-trains-plans-federal-money>

Thank You,

Dadrian Campbell

From: [mark \[REDACTED\] gmail.com](mailto:mark[REDACTED]@gmail.com)
To: [Opinion](#)
Subject: Comments on transit plan
Date: Thursday, December 5, 2019 7:36:14 AM

My suggestion - extend heavy rail to Alpharetta and build a parking facility there similar to the one in Sandy Springs. It will take a lot of pressure off the 400 Corridor.

From: [Tim Cairl](#)
To: [Opinion](#)
Subject: Comments on transit plan
Date: Monday, December 9, 2019 1:31:58 PM

The timeline for beltline light-rail should be moved up by ten years, The Emory COrridor light rail line needs to connect to both the N/S line and the E/W line, otherwise it's useless for most Emory campus area employees and those moving the opposite direction - from Emory out.

It's not clear if BRT will have completely dedicated lanes or not, but they should.

Recommend converting all of DeKalb College Ave into BRT, Bike and two lane car traffic with turn lanes.

Sequencing for the traffic lights along and near BRT routes needs to be listed out with the projects otherwise you are not being faithful to the commutes that cannot use BRT services.

The rail extensions into SE DeKalb and Gwinnett counties need supporting dedicated bus or BRT lines into the end points as does Clayton. You're limiting future growth without it.

The streetcar needs extensions on the west side as well as to Ponce City, you're ignoring future growth that will occur along the beltline and continues push of development into the west side.

I would recommend connected limited BRT for major events and event areas - fairgrounds, super bowl, woodruff arts, music festivals. Having a route plan already in place even if it's only used a dozen times a year, helps us better plan traffic/transit as a region.

Tim Cairl
2681 Riderwood Drive
Decatur, GA 30033

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"There are two mistakes one can make along the road to truth. Not going all the way, and not starting." - Siddhartha Gautama

From: [stephanie donlan](#)
To: [Opinion](#)
Subject: Doraville
Date: Tuesday, November 26, 2019 7:44:04 AM

Include in the Regional plan light rail/ shuttle access to the Doraville MARTA from the Assembly development.
This should be a priority.

Thank you
Dr and Mrs R M Donlan

Sent from my iPhone

From: [B. J. Cox](#)
To: [B. Cox](#)
Cc: [B. Cox](#)
Subject: Expand rail and mass transit for 2040 growth
Date: Friday, December 13, 2019, 2:37:48 PM

Similar to the viewpoints noted in the article linked below, more people speak to a need to more efficiently transport them. Understanding that these initiatives take decades to manifest, the time to act is now if Atlanta is to maintain its place as a regional leader in the business community for expanding and emerging enterprises.

<https://gcc01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fatlanta.curbed.com%2Fplatform%2Famp%2F2019%2F12%2F13%2F21020413%2Fmarta-atlanta-transportation-rail-trains-plans-federal-money&data=02%7C01%7C45e8b376930454d08a08d78003ed7e%7C1ef81f59e5345999ec376e7b5dbd81%7C0%7C1%7C637118626673461303&data%2Fcv9FHqzKDJeFzqUjqFo81an2x9abmK3MMyeMzqjfg%3D&reserved=0>

Sent from my iPhone

From: [Kathy Peters](#)
To: [Opinion](#)
Subject: Extend the Red line!!
Date: Tuesday, December 3, 2019 12:51:32 PM

Hi,

I read that you are seeking input for Atlanta area planning. I live in Alpharetta, off of GA Hwy 400. I'm asking you to please bring rail to the North. At one point, I believe both Avalon/Old Milton and Windward had space for a station. Don't bother with extending buses, they mostly travel empty. I can tell you as a northern moved south, we're comfortable with rail & we use it. I'm not ever going to figure out the bus system and would rather sit in my car, in traffic, than use it.

Sincerely,

Kathy Peters
Alpharetta, GA

Sent from my iPhone

From: [Brian Ollison](#)
To: [Opinion](#)
Subject: Heavy Rail in Smyrna
Date: Monday, December 9, 2019 7:50:54 PM

Hello!

Please bring transit to the Smyrna/ Cumberland area. Many of recognize the importance of this for our cities economy to keep progressing.

Is it still a consideration for the current commercial freight train that runs through Smyrna to also be leveraged as a passenger train?

3) Uber movement

I recently attended a tech conference in Ireland and learned about Uber Movement. This is where Uber is sharing its data with interested cities for free! Used strategically, this could be a huge leap forward for Smyrna and empower data-driven transportation planning and many more benefits.

<https://movement.uber.com/?lang=en-US>

Brian

From: [REDACTED] reddevilpost.com
To: [Opinion](#)
Subject: Heavy Rail?
Date: Sunday, December 8, 2019 9:30:11 AM

I looked through the plan, and I don't see much about heavy rail expansion. Buses and Street Cars get caught up in traffic unless you have protected lanes dedicated to them (something I also didn't see mentioned upon initial read through), which is why they continue to be an unreliable mode of transport. Why are we not expanding heavy rail or creating protected lanes for light rail and bus service?

If we want to be an internationally impressive city, we should have a rail system that reflects that.

Claire Presnall
Red Devil Post
RedDevilPost.com

[REDACTED]
The Devil's in the Details

From: [Stephen McGuire](#)
To: [Opinion](#)
Subject: Input for arc transportation plan
Date: Friday, December 13, 2019 8:25:31 PM

To whom it may concern,

As a regular Marta traveler and bike commuter, to Marta (chamblee) and then around town, I am convinced that Atlanta needs more rail transportation and more bike lanes. The adding of car lanes and car express lanes helps some, but to truly relieve traffic issues, we need more alternative travel options and public transportation options. The bus lines are not adequate (slow, inconsistent). More rail lines, more consistent trains, and more alternative options like bike lanes are essential to the future of our city.

Thanks for taking our input,
Stephen McGuire
Chamblee resident

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Sent from Gmail Mobile

From: [Francisco Olmedo](#)
To: [Opinion](#)
Subject: Keep Metro ATL moving public input
Date: Tuesday, December 3, 2019 2:15:15 PM

Good Afternoon!

First and foremost, thank you to EVERYONE involved with putting together this plan! I'd like to quickly state the following and hope it encourages everyone involved to reconsider the current "Percent of Projects By Program Area and Program Sub-Area" breakdown:

Currently, only 1% is allocated for Transit expansion. Why is so little being allocated to expanding our transit options? This needs to be increased significantly so transit can be expanded throughout Atlanta AND the surrounding metropolitan area.

Please!

From: [Michelle Potenzo](#)
To: [Opinion](#)
Subject: Light Rail
Date: Wednesday, December 11, 2019 8:29:04 PM

Atlanta is going to continue to grow and the traffic is going to kill us and make our lives miserable

'We want to see light rail in the plan.

Thank you,

/--

Michelle Potenzo
Keller Williams Realty Metro Atlanta
315 W. Ponce De Leon Avenue Suite 100
Decatur, GA 30030
[REDACTED]

From: [Carolyn Minnihan](#)
To: [Opinion](#)
Date: Tuesday, December 10, 2019 1:35:06 PM

I do want a lot of the roads updated but I do NOT want MARTA in the area.

From: [kkevinantonio](#)
To: [Opinion](#)
Cc: [MARTA TRANSIT SYSTEM](#); [\[REDACTED\]@itsmarta.com](#); [\[REDACTED\]@atlantaga.gov](#); [natalie \[REDACTED\]@fultoncountyga.gov](#); [AJC; Jewel Wicker - AJC](#); [Marvin \[REDACTED\]@fultoncountyga.gov](#); [lisa \[REDACTED\]@cobbcounty.org](#); [bianca \[REDACTED\]@cobbcounty.org](#); [robb \[REDACTED\]@fultoncountyga.gov](#); [katrina \[REDACTED\]@claytoncountyga.gov](#); [charlotte \[REDACTED\]@gwinnettcounty.com](#); [ben \[REDACTED\]@gwinnettcounty.com](#); [Mariene \[REDACTED\]@gwinnettcounty.com](#); [kkevinantonio](#); [\[REDACTED\]@atlantaga.gov](#)
Subject: MARTA 2030 Expansion in The City of Atlanta & Metro Atlanta
Date: Friday, December 13, 2019 6:53:52 PM
Attachments: [Marta 2030 Exspansion Map 12.13.19.pdf](#)

Sent from my Sprint Samsung Galaxy S10.

To: ARC, State of GA, City of Atlanta, Fulton County Government, DeKalb County Government, Gwinnett County Government, Clayton County Government and Cobb County Government:

This proposal presents the kind of critical, equitable and transformative transit investments that MARTA should make to continue thriving over the next 20 years. Some are long-proposed expansions, both to the heavy rail network and new light rail lines. Others are significant new routes that will provide crucial connections to major growth areas—many long underserved—and will be necessary to accommodate the anticipated doubling of the city’s population over the next 25 years, with significant growth throughout the surrounding suburbs as well.

Although rail expansion is contentious for its high cost, there is simply no substitute for the efficiency and capacity that fully separated rail offers. Atlanta residents inherently understand this, due to our traffic, and the issues with transit that shares vehicle lanes, and overwhelmingly requested the city “expand rail transit” as the primary objective in Atlanta’s Transportation Plan.

In the context of Atlanta’s inner core and outer suburb structure, MARTA’s heavy rail system is particularly well suited to accommodate trips of five to 25 miles, and this scale forms the focus of these proposals.

Much of this proposed infrastructure is at a time-sensitive juncture: a rail connection to southeast Atlanta has an extremely rare opportunity to be

seamlessly incorporated into the ongoing redevelopment of the Georgia State Stadium area. Similarly, integrating rail transit as a central component of the redeveloped Tilford Yard (Bolton) should be a priority, not an afterthought. And continued redevelopment of growing job and residential centers with loyal transit ridership, such as Lakewood, Greenbriar, and South Dekalb, present opportunities for new transit connections in the near term that will only become more costly, and more necessary, the longer they are not implemented.

When MARTA CEO Jeffrey Parker [announced](#) his \$100 billion “moonshot for transit” this past January, it likely struck many as wishful thinking. But not only is it a necessary goal, given Atlanta’s growth trends, with the right planning and proposals, transit expansion in Atlanta can begin to correct decades of inequity that continue to plague the city.

Currently, the city of Atlanta has roughly 500,000 people, with the metro area closing in on 6 million; the city is just over 8 percent of the total “Atlanta” population. By 2040, the city is projected to have 1.2 million, in a metro area of 8.2 million, moving the city’s share up to 14 percent. This proposed system map would create a rail network that accommodates current and new residents in a comprehensive and logical way, leveraging the strength of the existing lines with new connections both within the city and beyond.

Three general concepts guided the proposals: 1) Demand, 2) Growth, and 3) Equity.

Demand:

Demand considers both existing and potential riders in areas that are currently underserved by rail transit. Job centers, residential centers, and major tourist destinations are focus areas. Individual destinations with over 1,000 parking spaces and no current rail service (including Stone Mountain Park, Zoo Atlanta, and Cellairis Amphitheater) emerged as obvious demand centers.

Growth:

Growth considers the patterns of expansion in Atlanta and the ideal scale of

a system to balance Atlanta's core with the suburbs. It considers the corridors identified in Atlanta City Design as growth areas, where large transit infrastructure could be more easily accommodated.

Equity:

Equity considers longstanding imbalances in transit service in metro Atlanta, while also factoring in the ways that expanded rail transit will help address the broader causes of ongoing injustices. The proposals presented are structured so that rail transit is represented more evenly across Atlanta's four quadrants.

Previously proposed expansions:

Gold Line extension into Gwinnett County

This long-proposed expansion is obvious, foremost for Gwinnett's massive population, as well as the increasing densification along the corridor where the proposed line will be built. Although growth in the county has slowed since the 1990s, by 2040 Gwinnett is projected to have roughly 1.5 million people, making it Georgia's most populous county. Additionally, the proposed corridor runs directly through the core of Gwinnett's lower income tracts.

Clifton Corridor Light Rail

This proposed light rail corridor is also an obvious choice, for providing transit service to the massive job centers of the CDC and Emory University, as well as serving growth along the Cheshire Bridge Road corridor and providing an important connection between northeast Atlanta neighborhoods and Buckhead.

Red Line extension on Ga. Highway 400

This proposed expansion extends the reach of the red line to major corridors in North Fulton county. Currently proposed as BRT, it makes sense to begin by testing that technology, and if successful, to eventually convert to heavy rail, if demand requires.

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A transit line along the center of Langford Parkway has been considered for many years. In the Atlanta City Design book, it was proposed as a Bus Rapid Transit Line with potential for light rail.

A critical change proposed here is to extend the line east, past the current Lakewood-Fort McPherson station to the actual Lakewood site, where the Cellairis Amphitheatre and the EUE/Screen Gems studios anchor a destination that continues to see growth in the surrounding neighborhoods.

Newly Proposed Expansions:

Green Line expansion into northwest Atlanta (with potential to continue to Cumberland)

This proposal harkens back to the original MARTA plan for the Proctor Creek line, which proposed two stops, the existing one at Bankhead, and another one at Perry Homes, now West Highlands. Currently, expanding the Bankhead station to accommodate 8-car trains is a top priority for More MARTA (scheduled to be operational by 2025), given the growth anticipated in the area with projects like Quarry Yards. This proposal builds on the value of that anticipated growth as it expands around the Westside Park and communities farther northwest.

The original proposed alignment followed the transmission corridor, which now runs through the soon-to-be-opened Westside Park. This new route parallels an existing CSX freight track north to a large site on West Marietta Street slated for redevelopment (and proposed as part of an Amazon HQ2 site). It then continues west along Perry Boulevard to West Highlands, the mixed-income community with more than 1,000 units, (with additional housing under construction). The route then continues across the Norfolk Southern-Inman Yard to the site of the closed Tilford Yard, currently awaiting redevelopment, amidst the growing Bolton area.

If the day comes that Cobb County residents see the inherent value of (returning to) rail service to Atlanta, the line could be extended along the existing freight rail corridor across the Chattahoochee, paralleling Atlanta Road to the booming intersection at I-285, and then continue on I-285 to Cumberland (and potentially Marietta), similar to the River line

streetcar/Atlanta-Marietta interurban route that was fundamental to the area's growth in the early 20th century.

GoldLine expansion into southeast Atlanta/south Dekalb

This route presents an enormous opportunity to bring rail directly into southeast Atlanta neighborhoods, continuing (as previously proposed) via the I-20 corridor to south Dekalb County.

Beginning in 2012, MARTA explored options for I-20 East expansion including rail, but ultimately settled on a proposed BRT line with only three stops in the city (at Bill Kennedy, Moreland, and Glenwood). That proposal for Bus Rapid Transit along I-20 would do little to provide improved service to residents of neighborhoods including Grant Park, Ormewood Park, and East Atlanta, because it avoids primary destinations in those areas, including Grant Park/Zoo Atlanta and East Atlanta Village.

This proposal combines the benefits of a proposed BRT route to south DeKalb, while providing service truly integrated with the massive potential ridership in SE Atlanta intown neighborhoods.

Green Line expansion to Stone Mountain

This proposal follows an existing freight rail line to three underserved and growing communities: Scottdale, Clarkston, and Stone Mountain. While these cities may seem small to justify a heavy rail line, they are primed to become high-ridership areas based on their demographics and available land for Transit Oriented Developments (TOD). Stone Mountain also happens to include the most visited tourist destination in the state—Stone Mountain Park.

We need to build the planned Five Infill Marta Stations as well.

Regards,

Kevin Williams

From: [kkevinantonio](#)
To: [Opinion](#)
Cc: [MARTA TRANSIT SYSTEM](#); [\[REDACTED\]@itsmarta.com](#); [\[REDACTED\]@atlantaga.gov](#); [natalie \[REDACTED\]@fultoncountyga.gov](#); [AJC](#); [Jewel Wicker - AJC](#); [Marvin \[REDACTED\]@fultoncountyga.gov](#); [lisa \[REDACTED\]@cobbcounty.org](#); [bianca \[REDACTED\]@cobbcounty.org](#); [robb \[REDACTED\]@fultoncountyga.gov](#); [katrina \[REDACTED\]@claytoncountyga.gov](#); [charlotte \[REDACTED\]@gwinnettcounty.com](#); [ben \[REDACTED\]@gwinnettcounty.com](#); [Mariene \[REDACTED\]@gwinnettcounty.com](#); [kkevinantonio](#); [\[REDACTED\]@atlantaga.gov](#)
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This proposal combines the benefits of a proposed BRT route to south DeKalb, while providing service truly integrated with the massive potential ridership in SE Atlanta intown neighborhoods.

Green Line expansion to Stone Mountain

This proposal follows an existing freight rail line to three underserved and growing communities: Scottdale, Clarkston, and Stone Mountain. While these cities may seem small to justify a heavy rail line, they are primed to become high-ridership areas based on their demographics and available land for Transit Oriented Developments (TOD). Stone Mountain also happens to include the most visited tourist destination in the state—Stone Mountain Park.

We need to build the planned Five Infill Marta Stations as well.

Regards,

Kevin Williams

From: [Jan Sitterson](#)
To: [Opinion](#)
Subject: Marta 2040 Plan
Date: Friday, December 13, 2019 3:45:55 PM

Hi,

I fully support the expansion of the MARTA transit system for 2040. I recently moved to Cobb County and was disappointed with the lack of MARTA and how bad traffic is. I think this expansion will decrease car traffic, decrease ambient noise from honking cars on the highway, and will be better for Atlanta's air quality. I would surly use the MARTA more if there was a line that went to Cumberland.

Thank you,

Jan Sitterson

From: [Tony Kearney](#)
To: [Opinion](#)
Subject: Marta on Cheshire Bridge Road!
Date: Friday, December 13, 2019 12:27:30 PM

YES WE NEED THIS!!!!

Thank you!

Tony Kearney

From: [Andrew Nelson](#)
To: [D. Nelson](#)
Subject: Marta Rail expansion
Date: Tuesday, November 26, 2019 9:04:11 AM

The Marta lines should be extended as far north as Suwanee, as far south as Peachtree City, as far east as Covington, and as far West as Douglasville. With the anticipated growth in the population of our city we will be in the rankings with other major metropolitan cities such as New York, and Chicago which both have transit systems that are fully functional.
For example, I can travel from NY city to Jersey on the train. Atlanta should be no different especially as we continue to grow.

Andrew D. Nelson
Realtor®
eXp Realty

[\[REDACTED\]@exp Realty.com](#)
<https://gs01.safelinks.protection.outlook.com/?url=www.serengetirealestate.com&data=02%7C01%7COpinion%40atlantaregional.org%7C0502599a213a4c2918a308d7727980e4%7C1ef81f59e5345999ec376e7b5dbdf81%7C0%7C1%7C637103738504101772&data=7gndfX66OxMRu857smqRvDv9HUf4ZA0pbDxJ1%2BXRiA%3D&reserved=0>

From: [Ade Soudan](#)
To: [Opinion](#)
Subject: MARTA Rail
Date: Saturday, December 14, 2019 7:42:27 PM

Please expand MARTA's rail. I would love (underground) lines down Ponce, Piedmont, Monroe and Peachtree to start. It would repay itself. Metro is still expanding. We can take pointers or bring in the designers from Metro, from Amsterdam or from Tokyo as they all have amazing rail lines. Im a MARTA rider. My means or transportation are as follow: biking/Marta, motorcycle then car.

Ade Soudan
DeKalb resident.

From: [Justin Baker](#)
To: [Opinion](#)
Subject: Mass transit
Date: Tuesday, November 26, 2019 9:08:42 AM

Please invest more in mass transit. Just building roads leads to induced demand. More info here:

<https://www.citylab.com/transportation/2018/09/citylab-university-induced-demand/569455/>

Thanks,
Justin Baker, a concerned citizen

From: [Mark Gargano](#)
To: [Opinion](#)
Subject: New Marta — We Love It
Date: Saturday, December 14, 2019 1:01:46 PM

We like the proposed changes to Marta — the Wife — Children — and I like using Marta today as often as possible.

Mark Gargano



Sent from my iPhone

From: [WILLIAM HARRIS](#)
To: [Opinion](#)
Subject: No more rail lines anywhere/no more money spent. Period.
Date: Saturday, December 14, 2019 8:52:53 AM

Rail lines of any kind are a colossal waste of money and resources. Not to mention the daily aggravation.

I say "NO" and will vote accordingly.

William Harris
[REDACTED] aol.com
[REDACTED]

From: [Jose Bargo](#)
To: [Opinion](#)
Cc: [REDACTED]@atlantaga.gov; [REDACTED]@atlantaga.gov; marta@[REDACTED]@itsmarta.com
Subject: Northside Drive BRT on ARC's RTP
Date: Monday, December 9, 2019 10:30:25 PM

Please add More MARTA's Northside Drive BRT route, from Atlantic Station to Atlanta Metropolitan State College, in the ARC's Regional Transportation Plan and include it in the list of 2020-2030 transit expansion projects.

Kind Regards,
-Jose Bargo

From: [Calder Marshall](#)
To: [Opinion](#)
Subject: Opinion on transit
Date: Tuesday, December 3, 2019 5:39:34 PM

Tell cobb and gwinnett county to suck one, then proceed with building an actual rail line.
Please.

Smyrna Resident

From: [DICKERSON STEVE](#)
To: [Opinion](#)
Subject: \$173 Billion Plan for ATL
Date: Tuesday, November 26, 2019 3:33:13 PM
Attachments: [PlanForATLsolvingCongestion.doc](#)

The attached is my standard set of suggestions. Fortunately about \$1B would make urban trips much better than today. I am the technology geek on the ATL Board.

Best personal regards and thanks,

Steve Dickerson
Professor Emeritus Georgia Tech and ATL Board Member

[REDACTED] cell
[REDACTED] home
[REDACTED] bellsouth.net

I. Summary (by Steve Dickerson, draft of 11/12/19)

This document attempts to describe a comprehensive higher technology system to resolve the ATL area's congestion difficulties within five years. It requires making cost-effective expenditures. The high-tech approach is largely based on the very low cost of computing including memory and processing, low cost of wireless communications, and on more comfortable, convenient, and productive ridesharing of all modes from MARTA trains to carpools. Much of the high-tech would be based on almost universal use of smartphones with GPS locating. All users would be subscribers much as now done for Uber and Lyft. But the application would be much broader and cause a great increase in shared and faster rides for urban travel. In due course, a smartphone app tailored to the profile of the individual user would handle all aspects of urban trips. Keep in mind that technology changes rapidly and ATL planning is for 5 -20 years. Uber is only 10 years old and did not involve formal city planning. The smartphone can also provide entertainment and productive tasks on shared rider vehicles, carpools to MARTA trains.

The proposed steps, not necessarily in order, are:

1. Smartphone based ridesharing assistance for carpools and transit in general. Include integrated payment for all services. A component of this should be dynamic car rental and Uber like service to assist those who are now without their personal cars.
2. Create a luxury vanpool service. Start with a single van. Expand to thousands in the Atlanta area. About 30,000 such vans is a realistic target.
3. Comprehensive payment service for MARTA, tolls, parking, etc. on smartphone. No Breeze card or Peach Pass is needed.
4. Increase in MARTA train speeds to an average of 50 mph (from about 30 mph), and reduced headways to about 3 minutes from the current 10 minutes for many trips.
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6. Take advantage of emerging autonomous driving technology.
7. Expand to include rural Georgia.

To the extent possible, the effort would incorporate many partners who are already in the business of supporting urban transportation. The author would prefer an all-inclusive effort to *operate as a public utility* with a legal monopoly to promote and assist shared-ride urban transportation.

II. Some Details beyond Summary

1. **Ridesharing assistance for carpools and transit** in general, both financial and smartphone based. For carpools and vanpools and even bus pools, WAZE already supplies a smartphone app that includes dynamic reservations, automatic payments, and routing help. The inclusion of financial help from public entities can be added easily. It is also important to make available short-term car rental in employment areas so that ridesharing passengers have the flexibility to make needed car trips both for emergencies and things like shopping and business meetings. Uber and Lyft help here.

ATL has an effort underway to assist in transit trips including dynamic updating of scheduling and automatic payment of fares. A significant subsidy of transit exists. For example, a recent MARTA FY2020 Budget Highlight puts fiscal year costs at \$514 million with revenue, mostly fares, covering 27.2% or \$140 million. The balance by the taxpayers.

For ridesharing, many folks would become part-time “Uber drivers.” Uber and Lyft and Google are already trying to support carpooling. But pool drivers would be making the trip along with passengers and might only be compensated with free rides and minimal financial incentives. Many of the cars used for carpools could also be part of dynamic short-term car rental service. Several such services are now available in other places.

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It is important that the riders have a **more productive and enjoyable ride** than driving alone. AND that the public realizes that vanpooling is a notch above driving alone. See the on-vehicle services provided by Enroute.tech as an example. Their services include in route ordering of products. Such orders help pay travel costs. All seats on the luxury vans would be individual bucket seats with an available worktable and lighting such as on airlines.

Luxury vanpools should become a significant provider of shared rides to and from the outlying counties in ATL. Think a minimum of 10,000 such vehicles should be anticipated, each with an average of 9 commuters as occupants. Vehicles could have other off-peak uses

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6. **Autonomous driving technology.** The Beltline transit loop, about 22 miles, could be a place for innovation. The author suggests that various automated electric vehicles are candidates. Per <https://www.atlantamagazine.com/news-culture-articles/driverless-cars-coming-atlanta-ready/> “On September 14, like any other day, a (driverless) car will leave the Georgia Tech campus, turn onto North Avenue, and travel a mile and a half due east through Midtown and the Old Fourth Ward to reach Ponce City Market” is an existing service. The Beltline could have a simple, low-load road of various widths to handle the automated vehicles that would run at low speeds. It appears that such systems could be provided at about \$7M/mile. Much less expensive than rail.

7. **Rural Georgia Issues.** Going forward it is important to consider all of Georgia for transportation innovations. High-speed ground transportation from Atlanta to Washington DC, Savannah, and Chicago IL? Once again GA can lead by not using the usual steel rail but rather special purpose freeway pavement for buses and trucks up to 200 mph. At most one lane in each direction is needed. Other options such as evacuated tubes, Hyperloop, would allow the pods to travel at up to 750 miles per hour but are probably too expensive,

Items 1 and 2 above apply to rural Georgia as well as the ATL area. Rural transit issue should also be an application of automated vehicle control. Automated vehicle control will soon, say 5 years away, make rural on-demand transit much more economical.

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From: [Alex Bear](#)
To: [Opinion](#)
Subject: Please!! More MARTA! More rail
Date: Friday, December 13, 2019 5:11:14 PM

Atlanta and Marta has got to get this expansion project underway to consume the transportation needs and make Atlanta transient

We have two choices

A) make it lucrative and efficient more Atlantans and visitors a like to get around Atlanta do business see sites visit friends in family in our ever growing and unique urban jewel

B) spend a bunch of money building infrastructure business housing living visiting etc, to be stuck in a traffic chock hold that no road widening can repair

This project is a must, to turn Atlanta into the city it needs to be, was ultimately made for, and to accommodate the next generation of inhabitants, who won't deal with Atlanta without this transportation option

It's time to STEP UP Atlanta

The talent, people, vision and resources are all here

Let's keep these resources and attract more making Atlanta an international destination of prosperity and technological

MARTA RAIL! MORE! Make happen

In the way of need development between yesterday into 2030 would be even more ideal

This is needed right now. Period

Alex Bear
BSD SpecLink
Senior Strategic Account Manager

O: [REDACTED]
C: [REDACTED]

From: [Matt Robin](#)
To: [Opinion](#)
Subject: Public Comment
Date: Monday, December 9, 2019 2:46:59 PM

Hello, I am against many parts of this plan. I agree with maintenance programs and BRT, but I believe building new rail lines will end up being incredibly inefficient. Many of the rail lines will take 10, 20, maybe even 30 years to build. Who knows what Atlanta traffic situation will look like then.
Unless all rail lines can be completed in 5-10 years, there is no reason to build new lines.

From: [Eric Phillips](#)
To: [Opinion](#)
Subject: Public Comment: ARC Regional Transportation Plan
Date: Wednesday, November 27, 2019 1:36:30 PM

Atlanta Regional Commission,

Frankly, for our region to grow by 2.9 million by 2050, your comprised regional transportation plan and project timelines are both insufficient and lacking inspiration.

Without including administration and project support costs, over 55% of your proposed funding would go to roads, bridges, and interchanges. Assuming the same percentage would be associated with the administrative costs and un-programmed funding, nearly 65% of funds would be allocated for roads, bridges, and interchanges. With climate change upon us and widespread understanding of induced demand, the current allocation of funds is ludicrous and highlights the ineptitude of our regional leadership and its inability to consider and deliver on a transformational transportation system. We must stop prioritizing so much funding to roads and personal (SOV's) and private (freight truck) vehicles.

I vehemently disapprove that currently only 29% of new expansion is geared towards transit. This number should be closer to 80-85% of new expansion should be allocated for transit.

We also need dedicated funding from the State of Georgia for transit expansion, operations, maintenance, as well as for bike/ped projects. Metro Atlanta is competing with the nation's best and we need the support and funding from our state.

Regarding timelines, the new build within the next decade is insufficient and we need to be more aggressive with our timelines. 2.5 miles of LRT and 2.5 miles of bus rapid transit (BRT) is inadequate and honestly laughable considering what comparable and smaller cities are accomplishing. Instead, we should begin construction on two crosstown BRT lanes and the full "J" of the BeltLine light rail (LRT). Each of these would provide new high capacity ridership areas, improve high capacity transit for routes further outside its limits, and vastly expand the metro's ability to move and support more residents within its core.

1) ~6 miles of BRT: Summerhill & Northside via Capitol Ave from the Southside Trail, up to MLK, over to Northside Drive, and up to Northside Drive to Bellmeade. This will also help with the existing routes to Cumberland Mall.

2) ~ miles of BRT: North Ave from Donald Lee Hollowell & Hollywood to the Eastside trail via North Ave.

3) ~14 miles of LRT: BeltLine LRT "J" from MLK & WestSide Trail (WST) via SouthSide Trail (SST), Eastside trail, and up to transfer at Lindbergh.

Now some additional critiques and recommendations.

Crosstown streetcar/LRT/BRT connections need to be in dedicated right-of-way. Extending the streetcar to Ponce City Market without dedicated ROW would be unwise. The 2.5 mile extension in 10 years I already recommended an enhanced alternative.

While you had a pretty map including commuter rail and heavy rail expansion, both are not a consideration for any of your timelines up to 2050. You removed the CRT line to Marietta, which would have been one of your most desired new high capacity routes. I'd recommend adding it back in as it will provide more service than just to Cobb Parkway.

A "high capacity" route to Cobb County via I-75 to be delivered between 2040-2050, which shares a lane with traffic is not high capacity. It will not be useful by placing it mixed in with traffic, considering the lane is already gridlocked traffic, and ignores constituents along fast growing corridors of Howell Mill, Chattahoochee Ave, and Marietta Boulevard.

Northwest City of Atlanta is shunned with no high capacity transit servicing them. A HRT, LRT, or CRT route via the "connect the comet" location. HRT would work in this location even if Cobb doesn't buy into MARTA for the foreseeable future, we could create the Northwest spur from Moore's Mill to Arts Center. Let's move forward with an olive branch to Cobb. We all know this route would see significant ridership and would be a catalyst to prompt Cobb to buy into MARTA. The alignment of the route also services City of Atlanta constituents, without overlooking them like your proposed BRT to Cobb via I-75 would. When the time comes for Cobb to join, the Northwest line should provide a station stop at the Chattahoochee River to provide recreational access.

As for CRT, LRT, or HRT expansion further west, the Tilford Yards route would be insufficient, as there is limited density in the area and would be restricted by the adjacent rail yard. Green Line should be extended to transfer to the Northwest Spur.

We shouldn't be building transit to support single family household neighborhoods. We should be creating transit to support walkable nodes for people to experience life without requiring vehicle ownership.

Nowhere in the plan discussed abolishing parking minimums at transit rich and high density locations. Add this.

As for land use, we must increase our floor to area ratios throughout the city, ensure multi-family housing (MFH) is permitted in all locations of the region moving forward, disallow any new cul-de-sacs or insular townhome communities to be build, and ensure we are providing street grid connectivity throughout. End our poor land use growth of paisley patterned single family home neighborhoods that destroy our tree canopy, exasperate our transportation crisis, and create areas of solitude away from our neighborhoods and food access.

Let's build a region to be proud of, not something that should have already existed the past decade.

Sincerely,
Eric Phillips
Georgia Institute of Technology Master of City & Regional Planning 2013

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Please consider before printing

From: [Donovan Potter](#)
To: [Opinion](#)
Subject: Public Input
Date: Tuesday, December 3, 2019 8:03:45 PM

We need a combination of the following:

- Marta extensions of each line (up to Kennesaw/Woodstock; Alpharetta; Buford; Conyers; McDonough; and Douglasville)
- less highway expansion and less focus on increasing lanes
- work with city and developers to have LESS parking spaces downtown (look at Portland, Oregon they have done a GREAT job) and increase parking prices to persuade people to either take public transit or carpool
- offer financial incentives to carpool (I.e., peach pass access) or to take Marta

Donovan

From: [Amanda Whitfield](#)
To: [Opinion](#)
Subject: Public Input-Atlanta Transportation Plan
Date: Wednesday, December 11, 2019 7:25:58 PM

Thanks for taking a call of opinion for Atlanta Transportation.

I appreciate consideration to a long term plan to improve transportation in the metro atlanta area. As a native of Atlanta and someone who relocated home after 15+ year in NYC.

I would like to see a discussion over the implementation and expansion of Marta Hard transit, in particular on the Westside of Atlanta. Tilford yard property has a huge potential to connect the Westside to the East side along with Connections up to Marietta and Kenessaw from Atlanta.

As a homeowner, Hill Park Resident and advocate of public transportation-I recommend you consider the development of this property. It has a potential to function as a Marta Lindberg station with residences, businesses and mixed use space.

I also would like to state that I'm an Emory employee and theater artist. This type of connection could effectively continue to grow cultural activities, opportunities, and commerce to our city. Connecting East to West within the city of Atlanta would reduce many traffic jams and improve the quality of our lives allowing citizens to utilize and the energy wasted sitting in traffic on further improving our communities...

Thanks for hearing my input. Please add me to a list if I can be of any further involvement...

Amanda Whitfield

From: [Nicholas Mulkey](#)
To: [Opinion](#)
Subject: Put transit first!
Date: Tuesday, November 26, 2019 1:33:26 PM

Our region can ill afford to continue focused on false solutions to our traffic congestion. We must support rapid forms of transit such as heavy rail, dedicated lane bus, light rail, and commuter rail on levels this region has not seen in order to address our congestion and stay economically competitive.

Fixing highways and expanding highways has never solved our traffic problems long term so to continue planning for this failed solution is misguided at best and insidious at worse. I understand that many people may feel this is what they want but the leaders and institutions with foresight must educate people fully on why there is a problem AND plan in a way that truly solves it. Giving in to short-sighted public opinion will only lead to us being in this same situation 10 years from now.

Create and support a transit plan for the region that truly solves our traffic issues and connects our region in an efficient and environmentally friendly manner. Create and support a transit plan that utilizes high capacity, dedicated lane vehicles to move people around this region.

From: [Davia Weatherill](#)
To: [Opinion](#)
Subject: Rail for Cobb
Date: Wednesday, December 4, 2019 11:50:58 AM

Cobb Co must have a rail option. I am a lifetime resident of Cobb and know there has been dissent over this issue in the past. Regardless, the Atlanta Regional Commission may need to make an unpopular decision for the overall good of the city and residents. It's crazy to think that in 20 years there will still be no rail in Cobb. We needed it 20 years ago.

Davia Weatherill

Sent from my iPhone

From: [Randolph Leigh](#)
To: [Opinion](#)
Subject: Rail Now Please
Date: Friday, December 13, 2019 2:09:19 PM

We are tired with Atlanta and the metro area traffic. Yes, please activate this plan now for funding. The line to Cumberland, Stonecrest and Stone Mountain are all pertinent and help alleviate the massive population growth expected in the next few decades.

Thank you

Randolph Leigh

From: [JD Sharpe](#)
To: [Opinion](#)
Subject: Re: Atlanta-Region Transit Planning - Vote
Date: Friday, December 13, 2019 6:27:02 PM
Attachments: [ARTP Concept ONE.pdf](#)
[ARTP Concept ONE.png](#)
[Self Driving Train.png](#)

Board of Directors

Atlanta-Region Transit Link Authority

245 Peachtree Center Avenue NE

Atlanta, Georgia 30303

RE: Atlanta-Region Transit Plans

Dear Atlanta-Region Transit Link Authority,

Please, with all due respect, just listen:

“You can walk down Peachtree or roll down your window while stuck in traffic on the Expressway asking one hundred people if they know about the Atlanta-Regional Transportation Plan and not one of those people could say they know about it.” -Former Citizen of Atlanta

While many forms of public engagement have taken place, the results are unclear being that most are still unaware of the ARTP. We believe it is vital and have confidence that one last all-out effort should be made to successfully inform and educate every last citizen in Atlanta about the ARTP.

With 192 Projects set to shape the future of Atlanta for generations to come, it is how we prioritize these Projects that will ultimately result in the success or failure of our great City. Rather it be a streetcar running on Campbellton, a BRT network in Gwinnett, or rail along the entire Beltline loop. **The order in which we build will determine our success.**

Thus, the overarching question really is, **“How can we build out 192 Projects in a way that will provide both the highest social and economic benefit, while allowing each project completed along the way to help fund and expedite the construction of following projects in the cue?”** And when considering that question, **equity** should be at the forefront of our solution.

Attached to this e-mail is a Map of the potential future Atlanta-Region Transit System.

In simple terms, Atlanta should build from the inside out. Building a strong innercity system first.

1. MARTA is great as is. Needs one simple Westside extension built out to I285 West and TOD projects throughout they System to make it perfect.
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4. Train-esque BRT system built out on all major roads. Campbellton, Memorial, Capitol-Piedmont, Buford, North Ave, Northside-Metropolitan, Lowery, etc.
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The above five Projects types will give Atlanta a solid foundation and create the “**bulls eye**” **transit model**. —MARTA **Heavy Rail** running North-South x East-West, bisecting four points/stations of The Beltline **Light Rail** loop. While the **Streetcar** is then weaved through Downtown connecting the Eastside and Westside. Everything then threaded together with North-South and East-West **BRT**. Lastly, the **Commuter Bus** system big loop connecting with four points/stations of MARTA Rail enclosing the entire system.

By building out the bulls eye transit model it allows Atlanta neighborhoods to remain intact while growing still organically between these transit corridors. Leaving us with our beautiful City in a Forest.

BIG NOTES:

- Clifton Corridor should be 80% funded by Emory. Freeing up funds for other Projects. *Keeping in mind that although Emory is the largest employer, Emory does not account for the employer adding the largest overall economic benefit to Atlanta.
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- Commuter Buses should run along I20 to Stonecrest.
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*****We are asking and advising that the following attached letter be reviewed, considered, and shared with every household in the City of Atlanta by way of physical mail and electronic mail. This will ensure the ARTP is known.*****

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With that said, The City of Atlanta has a rare opportunity to build a World-class transit system and the greatest transit system in America —

With your help, support, and blessing here is what we can accomplish by the Year 2030.

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- **Clifton Corridor** - *Light Rail Train*

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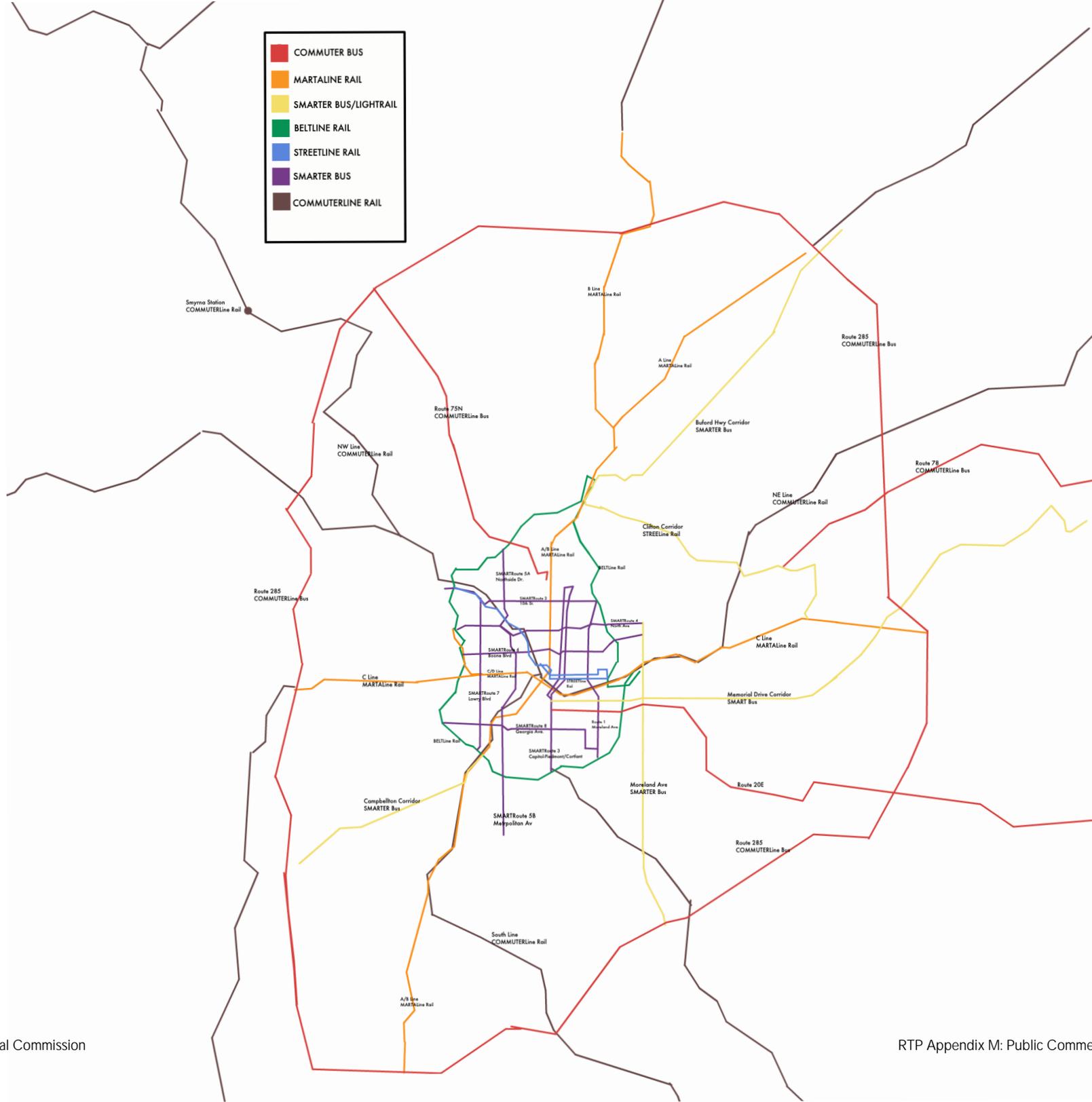
Routes major roads like Pleasant Hill, Satellite, Lawrenceville Hwy, Scenic Hwy.

DIGITAL INTERACTIVE MAP AVAILABLE - WWW.ARTPFUTURE.COM - [LINK](#)

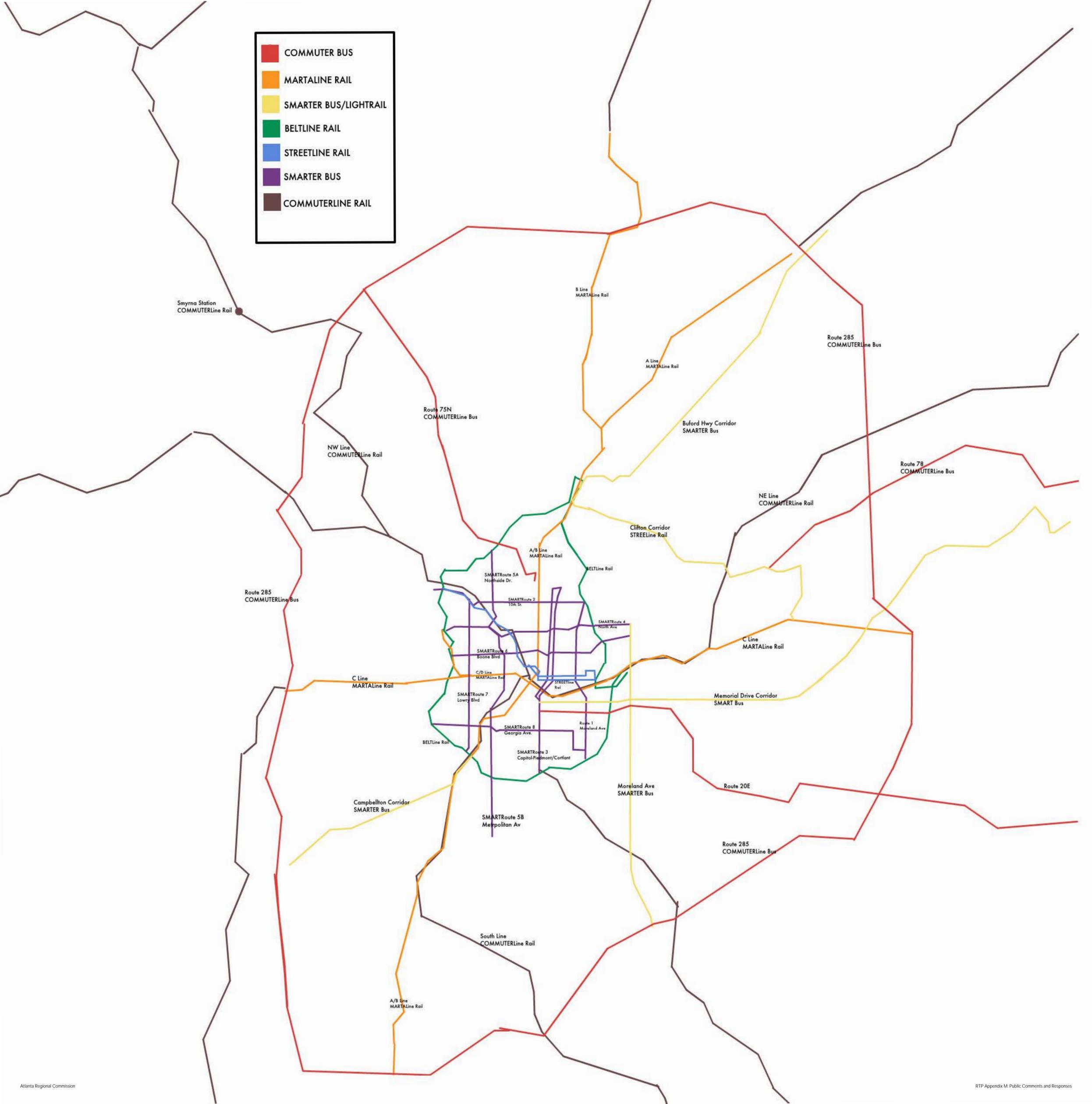
Regards,

JD Sharpe
Planner
East Coast Planning Co.
New York City
E | [\[REDACTED\]@eastcoastplanning.com](mailto: [REDACTED]@eastcoastplanning.com)
C | www.eastcoastplanning.com

- COMMUTER BUS
- MARTALINE RAIL
- SMARTER BUS/LIGHTRAIL
- BELTLINE RAIL
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Appendix A: Total Regional Grants Responses





Atlanta Regional Commission

RTP Appendix M: Public Comments and Responses



From: [JD Sharpe](#)
To: [Opinion](#)
Subject: Re: Atlanta-Region Transit Planning - Vote
Date: Friday, December 13, 2019 6:27:02 PM
Attachments: [ARTP Concept ONE.pdf](#)
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Regards,

JD Sharpe
Planner
East Coast Planning Co.
New York City
E | [\[REDACTED\]@eastcoastplanning.com](mailto: [REDACTED]@eastcoastplanning.com)
C | www.eastcoastplanning.com

From: [Alexander William Lloyd](#)
To: [Opinion](#)
Subject: Regional Transportation Plan Feedback
Date: Wednesday, December 4, 2019 10:30:54 AM

To The Commission,

My name is Alexander Lloyd and I am a student at Georgia State University and a resident of Midtown, Atlanta. I am writing to provide public input regarding the transportation plan. As someone who doesn't own a car and elects to take the train or a lyft to get where I need to go, I believe I am in the best position to explain how MARTA services could grow to improve the needs of residents of Atlanta that currently rely on transportation.

To further encourage economic development and the densification of the city, we must develop a multi-model transportation network. The next step in doing so involves investing in the expansion of the Atlanta streetcar. This form of transportation has the potential to connect vibrant areas of the city, such as Downtown, Midtown, Piedmont Park, Old Fourth Ward, and Historic Auburn with one another, creating a truly cohesive and connected urban city that doesn't rely on ride shares to travel where MARTA does not. To achieve this, light rail (with its own dedicated lane) should be installed along the Beltline, and eventually, along the Clifton Corridor to connect Lindbergh to Avondale. This is the first priority. Following this, investments must be made to update the current rail system with new cars, wifi, and improved system capacity to prevent delays and malfunctions.

I hope that I have provided a helpful perspective and hope to see MARTA break ground on new projects soon.

Best,
Alexander Lloyd

From: [Sally Flocks](#)
To: [Opinion](#)
Subject: Regional Transportation Plan
Date: Thursday, December 12, 2019 12:05:56 PM

Thank you for all you do to improve transportation in the Atlanta region.

I'm writing to encourage you to make better bus service a priority in the Regional Transportation Plan. The RTP is a long-range plan, and as such, it should include funding for a comprehensive assessment and redesign of the region's bus network.

Headways of 15 minutes or less must become the standard, not the exception. This should apply to the majority of buses in the region, not just on Bus Rapid Transit Lines.

The region also needs to invest in signal timing and dedicated transit lanes that help make public transit competitive with travel by car. Long headways between buses and the risk of being stuck in traffic prevent transit from being a feasible transportation mode for most residents, especially people who have to make transfers. The region also needs to invest more in benches and bus shelters at transit stops, especially since people over 60 account for a growing portion of the region's population.

Transportation advocates and public agencies typically devote far more attention to rail expansion than on improving the infrastructure we already have. Rail expansion, however, is extremely expensive and can take decades to implement. Improvements to bus service, in contrast, are low-cost and can be implemented quickly.

Rail advocates in Atlanta are well-organized and have been quite vocal about their desire to expedite implementation of rail on the BeltLine. People who ride buses, on the other hand, are spread across far larger areas, and most lack a voice in transportation planning.

Investments in better bus service are essential, especially if the region is serious about increasing transportation equity. Most low-income residents in the City of Atlanta and elsewhere in Equitable Target Areas live far outside the Atlanta BeltLine, and the region must not overlook their needs.

Many of you know me from the 23+ years I led PEDS, the region's pedestrian advocacy organization. For decades I worked to promote better sidewalk maintenance in the City of Atlanta. Progress, however, has been painfully slow. Repairing broken sidewalks isn't "sexy," which helps explain why the backlog of broken sidewalks in Atlanta exceeds \$1 billion.

Providing better bus service also isn't sexy, but it's essential to the success of public transit and to the quality of life of people in the Atlanta region.

Thank you for considering these recommendations.

Best regards,

Sally Flocks



From: [Audrey Parker](#)
To: [Opinion](#)
Subject: Regional Transportation Plan
Date: Thursday, December 12, 2019 10:39:30 PM

Thank you for the work that has gone into this. I am writing to express my opinion that **investing in better buses** should be the **top transit priority** for the RTP.

I appreciated much of the draft RTP, especially the testimonials and graphics that emphasize the importance of transit, pedestrian, cycling, and other non-automobile modes. **I am disappointed to see that funding allocations and priorities do not mirror the stated goal to “improve transit and non-SOV options”** (p. 144), and moreover, that even by the RTP’s own metrics, this plan is expected to have minimal impacts on the stated goals of the RTP.

For example, look at mode choice: on p. 140, the plan is projected to decrease SOV mode choice from 52.0% (projected 2050) to 51.4% (2050 with RTP). Transit use will increase from 0.9% (projected 2050) to 1.2% (with RTP). **These are not meaningful changes**, and your own estimates on the impact of these changes on air quality support that statement. Referring to p. 144, the plan has minimal impact on NOx emissions (+0.04 tons per day, of a “budget” of 58 tons per day) and VOC emissions (-0.4 tons per day, of “budget” of 52 tons per day). On the basis of its own projections, this plan appears to lack the power to meaningfully impact its stated goals.

If the goal is to improve transit and non-SOV options, do that. Because we are budget-limited in how we approach this, then **it is imperative that the transit that gets funded has the largest impact for the most people**. With Atlanta’s geographic coverage and low density, *it is not practical to build rail to serve all people*. Moreover, **improving the operation of the bus network would be less expensive and more effective** than many of the projects proposed, including BeltLine rail or widening roadways. **Stop widening roadways** and consider how existing space could be allocated to HOV lanes and buses instead.

I have lived here for four years and our family of five has no car. I ride the bus almost every day: to get to work, to pick up my kids, to go shopping, to go downtown, to go hiking in nature preserves, to go to appointments. **Our buses go to a lot of great places, but it is very difficult to ride the bus:** for the most part, they come every 30 minutes, they often disappear from the tracker, and if there is traffic, they are late. Shelters are few and far between. Most of my colleagues and friends would ride transit. They simply are not willing to wait by a sign in a ditch for 30 minutes hoping that a bus will come by, while six lanes of traffic speed past at 50 miles per hour. Can you blame them?

We need more dedicated right-of-ways for the bus, we need seamless integration of bus networks and schedules across counties, we need more frequent and more reliable buses, and we need infrastructure allowing us to get to the bus stop safely. **Please invest in better buses** to achieve the stated goals of the RTP: decreasing SOV mode-share, improving air quality, and enhancing people’s quality of life by making transit more accessible and functional for Atlantans.

Sincerely,

Dr. Audrey (Sederberg) Parker, Ph. D.



From: [Doug Reid RWS](#)
To: [Opinion](#)
Subject: Roads and Cars, Buses, Not Rail
Date: Monday, November 25, 2019 9:26:33 PM

Dear Regional Commission, the only point to point option is cars and buses on roads. Rail is economically ludicrous. The poor and weak need to get from home to work and a road in a car is the best way and the only way. We know you statist elites hate cars but rail finance and cost per rider is insane. And still doesn't go the last mile. Please wake up to reality and stop fantasizing that people wish to live densely. You're wrong. Think cars buses roads not rail.

From: [Jen](#)
To: [Opinion](#)
Subject: Support for mass transit in regional transportation plan
Date: Tuesday, December 3, 2019 10:58:18 PM

To whom it may concern:

I just moved back to Atlanta after 5 years in Chicago where I lived happily and conveniently without a car. To be an attractive mega city of the future need MARTA to be better and to provide a stronger web of transit options, not just a NSEW cross.

1) improve existing Marta - some ideas:

- Better in station and app based notifications of approaching trains
- More frequent trains, especially during peak times (e.g. on the 4 th of July after the Peachtree road race every operational car in the fleet should be on the rails)
- ventilate and in some cases air condition stations during peak summer months. Chicago has heaters during the winter, Tokyo has full on climate control in their stations. Atlantans are definitely not going to abandon their cars for a sweaty hot Marta station
- more access points to existing and future stations; for transit to make sense people who live and work in neighboring communities should be able to walk (or now scooter) to their stop. Make it easier for them to get to it from all directions with NSEW access points. For example I live directly behind the North entrance of the Lenox stop (can see the train pass in my backyard from my house), but it takes me 10 minutes to walk down and around the main road and then up a few flights of stairs connected to an office building, through the turnstiles, then down stairs again to get to the platform.
- digital signage and improved announcements within cars: where you are what line this is where the train is headed what's the next stop which side the doors open on
- redesigned train cars that better accommodate packed cars with lots of standing passengers with support holds as well as seated passengers with luggage
- cellular data coverage throughout the transit area, even underground and in tunnels without dead spots (like just north of Arts Center and the Lindbergh station for t mobile anyway)

If you want to study somewhere that does transit really well I highly recommend Tokyo for customer experience and efficiency. I spent about 2 weeks in Japan and navigated their subway in comfort with ease having zero understanding of the language. Their integration with google maps was also amazing, but far and away from anything I would expect Atlanta to ever have.

2) expand Marta in dense locations where people want it. Yes the suburbs that want Marta to extend should get their wish also, but more suburbs will want in if it goes more places in the city. My personal plea is for the Beltline northeast light rail and the Clifton Corridor light rail.

Best,

Jen Pittman

From: [Jillo](#)
To: [Opinion](#)
Subject: Traffic solution
Date: Thursday, December 5, 2019 10:24:23 AM

Build a monorail that parallels the expressways, make it free, and have it paid for with a sales tax from selling pot.

Sent from my iPhone

From: [Keenan Rogers](#)
To: [Opinion](#)
Subject: Train
Date: Thursday, December 5, 2019 7:46:45 AM

I've always thought Georgia, along with Tennessee, and Florida should get together to build a rail system straight down 75. It would extend from Chattanooga through Georgia ending somewhere in Florida.

One that went around 285 would be good as well.

Best regards,
Keenan Rogers

Sent from my iPhone

From: [josh \[REDACTED\]@goziohealth.com](mailto:josh[REDACTED]@goziohealth.com)
To: [Opinion](#)
Subject: Trains to OTP
Date: Friday, December 6, 2019 11:37:36 AM

Make the train routes extend to OTP. Could use mall's as the pickup point. Plenty of parking and malls are going out of business due to online shopping. The extra traffic would benefit the local economy and decrease the road traffic from commuters.

Josh Devore

From: [Stefan Posey](#)
To: [Opinion](#)
Subject: Transit Feedback Notes
Date: Monday, December 16, 2019 1:17:08 AM
Attachments: [LightRail-King-Capital-TurnerField-Beltline.png](#)
[WestsideGreenLine.png](#)
[I-20-EmoryArmorLine.png](#)
[WestMidtown+MidtownLightRail.png](#)
[WestBlueLineExtension.png](#)
[WestBlueLineExtension2.png](#)

To the ARC

Saw an article in Curbed about this recently even though it is past the 13th I thought I'd send this in anyways.

Bus Rapid Transit:

- Use public private partnerships to convert mall parking lots into long term parking decks and rapid bus transit stations. If you can position shops and attractions between decks and the stop / station you can drive meaningful foot traffic to these properties which typically have good highway access and plenty of surface land area.
- Cumberland, Gwinnett place mall, town center, Greenbriar are in areas where they are near businesses, apartments etc but are lacking in utilization with the shift to e-retail and loss of traditional big box anchors.
- There is almost BRT from Cumberland to the Arts station. Only there isn't an official parking setup at the mall for this and its not really branded as BRT.
- A portion of these lots could also be developed into to a miniature Atlantic station concepts but with some form of transit where it is feasible to switch from car to bus to rail etc.
- I think some of this might be getting looked at in the CIDs but not sure.

Pedestrian Bridges:

- In areas with regional transit routes or the main arteries that are not highways might be a good idea. I didn't see this type of detail in the report.

Light Rail:

- Are there light rail options that can run off of bio diesel or some type of hybrid? I don't see the point in putting up those over head power lines on every inch of light rail that has to get costly.

Georgia Power Right of Ways:

- Is it possible to run any kind of rail in these? Some of them are quite large and go to useful locations.

Loading/Drop-off Restrictions:

- I was in Chicago in April they have loading and drop off restrictions on major roads forcing delivery drivers / rideshare to drop off on a side street. This is on the major arteries something like the regional transit routes I think.

Thanks,

--

Stefan

From: [William Curran](#)
To: [Opinion](#)
Subject: Transit opinion
Date: Tuesday, December 10, 2019 5:04:25 PM

I think that more should be spent increasing the frequencies and hours of our current transit. I think especially important is extending the hours of the rail lines and making the CobbLinc #10 bus 24/7

From: [Jessica Fisher](#)
To: [Opinion](#)
Subject: Transit plans for North Fulton/North Metro
Date: Friday, December 13, 2019 4:20:17 PM

Dear Atlanta Regional Commission,

Thank you for taking the time to read these public comments. As a resident of the North Metro area, one of the things I am most eager to see in terms of transit improvements is the extension of the Red Line MARTA service to Holcomb Bridge Rd. (If not further to Alpharetta). So many residents in Roswell, Alpharetta, and Milton commute to Perimeter, Sandy Springs, Buckhead and Midtown. Because these areas are already served by the Red Line, the expansion north would provide reliable transportation and traffic relief for those traveling this busy north-south route.

As we look forward, further connections between the East/West sides of town need to be addressed as well. Expansion of service to Smyrna/Vinings/Cumberland along with top-end service from this area to areas of Dekalb County like Brookhaven, Chamblee and Tucker would provide better connections across town.

In the short term, Five Points needs a major overhaul. The lack of coherent wayfinding and difficulty moving from platform to platform for those with limited mobility or families with strollers makes the changeover at this hub a frustrating experience. In addition, improvements in lighting and cleanliness would go a long way to making riders feel safe and welcome.

Thanks again for your efforts to put together a cohesive, comprehensive transit plan for our busy metro area. My hope is that Atlanta's transit system will become a highly regarded system that is in keeping with our city's growing population.

Jessica Fisher

From: [Justin Lanier](#)
To: [Opinion](#)
Subject: Transportation plan
Date: Wednesday, December 4, 2019 1:03:25 AM

Fast track train from Atlanta to Chattanooga up 575 to Woodstock up 400 and 85 parts of 285. Long term plan but it needs to start at some point will eliminate alot of the 1 million commuters a day which is only getting worse.

From: [Craig Forest](#)
To: [Opinion](#)
Subject: transportation planning
Date: Friday, December 13, 2019 3:27:28 PM

Hello,

I'm writing to share thoughts on Atlanta transportation planning. When we think about our great cities of the world, like Paris, London, Barcelona, Tokyo, Hong Kong, San Francisco, New York City, Chicago... etc, all have great rail infrastructure that makes it painless to jump from place to place... These are cities that people love to visit and love to live in. Lets set a high bar for making Atlanta a place to love to live and visit. I am bullish on Atlanta and chose to come back here for my professional career 10 years ago. I live intown with my wife and children because its easy to walk or bike to interesting things. But we can do better. Lets build a world class rail infrastructure to give the next million residents of Atlanta ways to get around besides personal automobiles.

Sincerely,

Craig Forest

Professor, Georgia Tech

From: [Valerie Randolph](#)
To: [Opinion](#)
Subject: Visible MARTA Employees and Police Officers at MARTA Train Stations
Date: Tuesday, December 3, 2019 11:32:54 AM

This is my suggestion to help with Atlanta's traffic congestion. I rarely see police officers or MARTA employees at the train stations. Most of the crime reported regarding MARTA happens at the train stations. Other major cities have employees and police visible to riders. MARTA seems to be "enter at your own risk" and "you're on your own if the vending machines don't work properly". We need better service and security and perhaps more people would ride.

Thank you,
Valerie

From: [Jordan Savas](#)
To: [Opinion](#)
Subject: Westside! Transit Opinions and Submissions
Date: Friday, December 13, 2019 4:54:13 PM

Westside Rail & Transit

I'd like to ask for attention to the Westside, off of Marietta Blvd. The potential development for that area is huge! Specifically between Moores Mill and Huff Rd on Marietta But only if it's accessible. There's no major West/East connection between this area.

As the population out there grows, how will all those people make there way east to get on 75? How will people go West to visit and mixed use development out there like PCM? The East Side is easy to get to. PCM is easy to get to. Inman, O4W, are easy to get to. Not the Westside.

- Moores Mill?
- Chattahoochee to Howell Mill?
- Huff Road to Howell Mill?
- Marrietta/Atlanta Rd all the way up to 285?
- Defoors to Howell Mill or Collier?

These are small constrained winding tangled up roads. Something needs to be done to punch through between Marietta and I75.

- New Elevated rail over I75?
- Utilize existing rail lines?
- Build build a new road/tunnel that somehow connects Marietta to Northside?

If people can easily get to and from the Westside, Tilford Yard and the entire area would be incredible. Everything from "the upper westside" to Blandtown, to "West Midtown" could all become a connected transit accessible market. A really cool blend of mixed use, residential, entertainment plexes, dining, shopping, etc.

Thanks!

From: [Patrick Bradshaw](#)
To: [Opinion](#)
Subject: FW: Updates-new projects not in PLANIT
Date: Wednesday, December 4, 2019 9:20:30 AM
Attachments: [image001.png](#)
[Changes to new projects.xlsx](#)

For public comment report. Updates from GDOT on project funding amounts.

From: Green, Henry [REDACTED]
Sent: Tuesday, November 5, 2019 9:08 PM
To: Patrick Bradshaw [REDACTED]
Subject: FW: Updates-new projects not in PLANIT

PI# 0013901
GW-184B

Shift FY 2025 (2nd PE line) \$7.8M to ROW.

From: Green, Henry
Sent: Thursday, October 31, 2019 12:14 PM
To: Patrick Bradshaw [REDACTED]
Cc: Robinson, Charles A. [REDACTED]; Peevy, Phillip M. [REDACTED]; Hicks, Edward P [REDACTED]; Weiss, Megan J [REDACTED]; McLoyd, Johnathan G [REDACTED]; Height, Bakari [REDACTED]
Subject: Updates-new projects not in PLANIT

Attached is a list of changes for NEW projects that are not in PLANIT.
Please update your master project sheet (TARP).

Please call if there are any questions

Thanks

Henry D. Green
Transportation Planner



Office of *Planning*
600 West Peachtree St., 5th Floor
Atlanta, GA, 30308
[REDACTED] office

Hands-free cell phone use is the law when driving in Georgia. When drivers use cell phones and other electronic devices it must be with hands-free technology. There are many facets to the law. For details, visit <https://www.gahighwaysafety.org/highway-safety/hands-free-law/>

Short Title ATLANTA STREETCAR EAST EXTENSION FROM JACKSON STREET TO PONCE CITY MARKET

GDOT Project No. N/A

Federal ID No. N/A

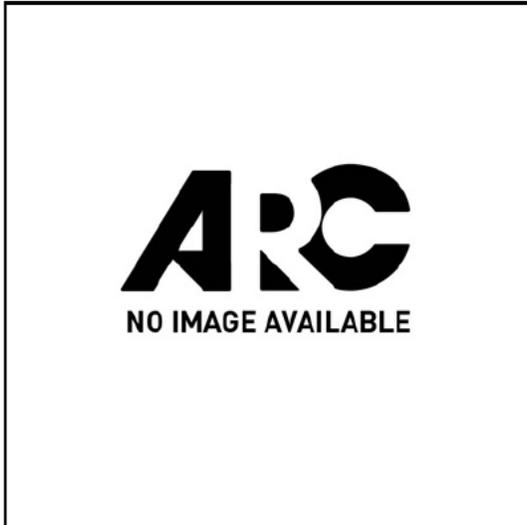
Status Long Range

Service Type Transit / Rail Capital

Sponsor City of Atlanta/Atlanta BeltLine, Inc.

Jurisdiction City of Atlanta

Analysis Level In the Region's Air Quality Conformity Analysis



Existing Thru Lane **LCI**

Planned Thru Lane **Flex**

Network Year

Corridor Length miles

Detailed Description and Justification

TBD

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
ALL	Local Jurisdiction/Municipality Funds		LR 2026-2030	\$149,000,000	\$0,000	\$0,000	\$0,000	\$149,000,000
				\$149,000,000	\$0,000	\$0,000	\$0,000	\$149,000,000

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquisition
 UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases

From: [Patrick Bradshaw](#)
To: [Melton, Boyd \(FTA\)](#); [David Haynes](#); [Mitchell, Stanley \(FTA\)](#); [Crocker, John \(FTA\)](#)
Cc: [Walker, Julia \(FTA\)](#); [Steve Lewandowski](#); [Opinion](#)
Subject: RE: RTP Update Documentation
Date: Wednesday, November 13, 2019 10:08:52 AM
Attachments: [AR-490A1.pdf](#)

Good morning,

The fact sheet for the project in question was not generated due to a transcription error on my part. I deleted few phases associated with the project and changed the project status field in the database in error. The project was included in the plan update financial analysis as well as the travel demand model in the 2030 network year. Please see the attached fact sheet for the corrected details in the status field (Long Range instead of delete). This feedback and correction will be captured as part of the official public comment period for the Atlanta Region's Plan 2050 update, which opened on Monday and will run through December 13th.

Please let me know if you have any questions and thanks,

Patrick Bradshaw, AICP
Transportation Improvement Program Administrator

Atlanta Regional Commission
regional impact + local relevance

229 Peachtree Street NE | Suite 100
Atlanta, Georgia 30303

P | [REDACTED]
F | 470.419.2695

[REDACTED] [atlantaregional.org](#)

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From: Melton, Boyd (FTA) [REDACTED]
Sent: Wednesday, November 13, 2019 9:56 AM

To: David Haynes [REDACTED]; Mitchell, Stanley (FTA) [REDACTED]; Crocker, John (FTA) [REDACTED]
Cc: Walker, Julia (FTA) [REDACTED]; Patrick Bradshaw [REDACTED]; Steve Lewandowski [REDACTED]
Subject: RE: RTP Update Documentation

Thanks, David, Stan and John et. al. for looking into this.

From: David Haynes [mailto:[REDACTED]@atlantaregional.org]
Sent: Wednesday, November 13, 2019 9:40 AM
To: Mitchell, Stanley (FTA) <[REDACTED]@dot.gov>; Crocker, John (FTA) [REDACTED]@dot.gov>
Cc: Walker, Julia (FTA) [REDACTED]@dot.gov>; Patrick Bradshaw <[REDACTED]@atlantaregional.org>; Steve Lewandowski <[REDACTED]@atlantaregional.org>; Melton, Boyd (FTA) <[REDACTED]@dot.gov>
Subject: RE: RTP Update Documentation

The streetcar east extension from Jackson Street to Ponce City Market is AR-490A1. It appears that it may have accidentally been omitted from the project list and we're trying to determine why/when that occurred. That project is shown in our database as 100% locally funded (\$149M) and scheduled for the 2026-2030 timeframe.

From: Mitchell, Stanley (FTA) <[REDACTED]@dot.gov>
Sent: Tuesday, November 12, 2019 12:21 PM
To: Crocker, John (FTA) [REDACTED]@dot.gov>; David Haynes <[REDACTED]@atlantaregional.org>
Cc: Walker, Julia (FTA) [REDACTED]@dot.gov>; Patrick Bradshaw [REDACTED]@atlantaregional.org>; Steve Lewandowski <[REDACTED]@atlantaregional.org>; Melton, Boyd (FTA) <[REDACTED]@dot.gov>
Subject: RE: RTP Update Documentation

Oh. My bad. Did I miss the East streetcar extension somewhere?

Stan Mitchell
Environmental Protection Specialist
Federal Transit Administration Region 4
230 Peachtree St. NW, Ste. 1400
Atlanta, GA 30303
O: [REDACTED]
[REDACTED]@dot.gov

From: Crocker, John (FTA)
Sent: Tuesday, November 12, 2019 11:25 AM
To: Mitchell, Stanley (FTA) <[REDACTED]@dot.gov>; David Haynes [REDACTED]@atlantaregional.org>
Cc: Walker, Julia (FTA) <[REDACTED]@dot.gov>; Patrick Bradshaw <[REDACTED]@atlantaregional.org>; Steve Lewandowski <[REDACTED]@atlantaregional.org>; Melton, Boyd (FTA)

<[REDACTED]@dot.gov>

Subject: RE: RTP Update Documentation

David,

Just confirming that AR-457 is the North Avenue BRT from North Avenue MARTA station to PCM and not the east streetcar extension.

John

From: Mitchell, Stanley (FTA)

Sent: Friday, November 8, 2019 9:34 AM

To: David Haynes <[REDACTED]@atlantaregional.org>

Cc: Crocker, John (FTA) <[REDACTED]@dot.gov>; Walker, Julia (FTA) <[REDACTED]@dot.gov>; Patrick Bradshaw <[REDACTED]@atlantaregional.org>; Steve Lewandowski

<[REDACTED]@atlantaregional.org>; Melton, Boyd (FTA) <[REDACTED]@dot.gov>

Subject: RE: RTP Update Documentation

Thank you, David. Regarding your response to AR-457, this contradicts what MARTA provided The ATL in their August 2019 submission to the ARTP, which shows a \$266.3M total project cost. Do you know how or when MARTA made this change? The last information we have for this segment is from ABI back in 2017, which was rail. Part of this corridor was covered in the Tier 1 EIS for the BeltLine and switching to ART represents a major change from the EIS.

Stan Mitchell

Environmental Protection Specialist

Federal Transit Administration Region 4

230 Peachtree St. NW, Ste. 1400

Atlanta, GA 30303

O: [REDACTED]
[REDACTED]

From: David Haynes [mailto:[REDACTED]@atlantaregional.org]

Sent: Thursday, November 7, 2019 2:57 PM

To: Mitchell, Stanley (FTA) <[REDACTED]@dot.gov>

Cc: Crocker, John (FTA) <[REDACTED]@dot.gov>; Walker, Julia (FTA) <[REDACTED]@dot.gov>; Patrick Bradshaw <[REDACTED]@atlantaregional.org>; Steve Lewandowski

<[REDACTED]@atlantaregional.org>; Melton, Boyd (FTA) <[REDACTED]@dot.gov>

Subject: RE: RTP Update Documentation

Stan, see responses below in **red**.

From: Mitchell, Stanley (FTA) <[REDACTED]@dot.gov>

Sent: Wednesday, November 6, 2019 1:42 PM

To: David Haynes <[REDACTED]@atlantaregional.org>
Cc: Crocker, John (FTA) <[REDACTED]@dot.gov>; Walker, Julia (FTA) <[REDACTED]@dot.gov>; Patrick Bradshaw <[REDACTED]@atlantaregional.org>; Steve Lewandowski <[REDACTED]@atlantaregional.org>; Melton, Boyd (FTA) <[REDACTED]@dot.gov>
Subject: RE: RTP Update Documentation

David,

I found a couple of other things:

1. I noticed that project AR-457 doesn't have any federal funding. I think this is supposed to be the streetcar extension from the current track east to Ponce City Market and shows \$36.5M in local funds. Is this correct? It seems low for rail. **This corridor is no longer planned to be light rail / streetcar based on info provided by MARTA. It will be arterial BRT instead. MARTA also indicated that they do not intend to pursue federal funding for that particular project.**
2. TIGER is cited as a funding source for future work and that should be BUILD or "FTA Discretionary" per your discussion with John Crocker today. **This is something we will discuss internally and determine what changes should be made prior to the final plan being approved. Additional guidance from FTA would also be appreciated. If a transit expansion project is dependent on federal funding to advance, my initial thought is that we probably should use a generic "FTA Discretionary" funding description (or something similar). When and if a project actually receives federal funding from a specific pot of money, however, it would make sense to show that specific source.**

Regards,

Stan Mitchell
Environmental Protection Specialist
Federal Transit Administration Region 4
230 Peachtree St. NW, Ste. 1400
Atlanta, GA 30303
O: [REDACTED]
[REDACTED]@dot.gov

From: David Haynes [mailto:[REDACTED]@atlantaregional.org]
Sent: Tuesday, November 5, 2019 12:33 PM
To: Mitchell, Stanley (FTA) <[REDACTED]@dot.gov>
Cc: Crocker, John (FTA) <[REDACTED]@dot.gov>; Walker, Julia (FTA) <[REDACTED]@dot.gov>; Patrick Bradshaw <[REDACTED]@atlantaregional.org>; Steve Lewandowski <[REDACTED]@atlantaregional.org>
Subject: RE: RTP Update Documentation

Hi Stan,

Thanks for noticing that discrepancy and bringing it to our attention. I am pretty sure it's just a database error and that both projects were coded and modeled in the conformity runs. I've copied

a couple of people (Patrick and Steve) who can confirm (or correct) my assumptions and make any necessary corrections to the documentation.

David

From: Mitchell, Stanley (FTA) <[REDACTED]@dot.gov>
Sent: Tuesday, November 5, 2019 9:34 AM
To: David Haynes <[REDACTED]@atlantaregional.org>
Cc: Crocker, John (FTA) <[REDACTED]@dot.gov>; Walker, Julia (FTA) <[REDACTED]@dot.gov>
Subject: RE: RTP Update Documentation

David,

I noted that project AR-409A is shown as exempt from AQ analysis. I'm unfamiliar with the project and was wondering why, given the similar AR-409B is in the regional conformity analysis?

Thank you,

Stan Mitchell

Environmental Protection Specialist
Federal Transit Administration Region 4
230 Peachtree St. NW, Ste. 1400
Atlanta, GA 30303
O: [REDACTED]
[REDACTED]@dot.gov

From: David Haynes [mailto:[REDACTED]@atlantaregional.org]
Sent: Monday, November 4, 2019 3:04 PM
To: Amanda Reed <[REDACTED]@gwinnettcounty.com>; Andrew Heath <[REDACTED]@dot.ga.gov>;
Edwards, Andrew (FHWA) <[REDACTED]@dot.gov>; Annie Gillespie
<[REDACTED]@georgiatolls.com>; Artagus Newell <[REDACTED]@romea.us>; Ben Rabun
<[REDACTED]@dot.ga.gov>; ccomer dot.ga.gov <[REDACTED]@dot.ga.gov>; Carol Kemker
<[REDACTED]@epa.gov>; Charles Robinson <[REDACTED]@dot.ga.gov>; Daniel Dolder
<[REDACTED]@dot.ga.gov>; Dave Cassell <[REDACTED]@grta.org>; Deborah Basnight
<[REDACTED]@dnr.ga.gov>; Dianna Myers <[REDACTED]@epa.gov>; Don Williams
<[REDACTED]@itsmarta.com>; Doug Hooker <[REDACTED]@atlantaregional.org>; Elisabeth Munsey
<[REDACTED]@dnr.state.ga.us>; Eric Duff <[REDACTED]@dot.ga.gov>; Eric Meyer
<[REDACTED]@cobbcounty.org>; [REDACTED] o.douglas.ga.us <[REDACTED]@co.douglas.ga.us>; Gil
Grodzinsky <[REDACTED]@dnr.state.ga.us>; Guy Rousseau <[REDACTED]@atlantaregional.org>;
HKASSA <[REDACTED]@DOT.GA.GOV>; Haley Berry <[REDACTED]@atlantaregional.org>; Jamie Fischer
<[REDACTED]@grta.org>; Jean Hee P. Barrett <[REDACTED]@atlantaregional.org>; Jing Xu <[REDACTED]@HNTB.com>;
John Orr <[REDACTED]@atlantaregional.org>; Johnathan McLoyd <[REDACTED]@dot.ga.gov>; Jon Morton
<[REDACTED]@mindspring.com>; Joseph Boyd <[REDACTED]@hallcounty.org>; Kaycee Mertz
<[REDACTED]@dot.ga.gov>; Kayla Schaaf <[REDACTED]@romea.us>; Melton, Boyd (FTA)
<[REDACTED]@dot.gov>; Kofi Wakhisi <[REDACTED]@atlantaregional.org>; Kyeil Kim

[redacted] [atlantaregional.org](mailto:[redacted]@atlantaregional.org)>; Kyle Mote [redacted] [dot.ga.gov](mailto:[redacted]@dot.ga.gov)>; Kyung-Hwa Kim [redacted] [dot.gov](mailto:[redacted]@dot.gov)>; Lynorae Benjamin [redacted] [atlantaregional.org](mailto:[redacted]@atlantaregional.org)>; Jones, Latoya (FHWA) [redacted] [dot.gov](mailto:[redacted]@dot.gov)>; Mary Sallach [redacted] [epamail.epa.gov](mailto:[redacted]@epamail.epa.gov)>; Matthew Fowler [redacted] [dot.ga.gov](mailto:[redacted]@dot.ga.gov)>; Meg Pirkle [redacted] [dot.ga.gov](mailto:[redacted]@dot.ga.gov)>; Megan Weiss [redacted] [dot.ga.gov](mailto:[redacted]@dot.ga.gov)>; Meghan Hedeem [redacted] [dot.ga.gov](mailto:[redacted]@dot.ga.gov)>; Michael Greenwald [redacted] [mbpz.org](mailto:[redacted]@mbpz.org)>; Mike Alexander [redacted] [atlantaregional.org](mailto:[redacted]@atlantaregional.org)>; Patrick Bradshaw [redacted] [atlantaregional.org](mailto:[redacted]@atlantaregional.org)>; Paul Tanner [redacted] [dot.ga.gov](mailto:[redacted]@dot.ga.gov)>; Phil Peevy [redacted] [dot.ga.gov](mailto:[redacted]@dot.ga.gov)>; Richard Wong [redacted] [epa.gov](mailto:[redacted]@epa.gov)>; Sam Baker [redacted] [hallcounty.org](mailto:[redacted]@hallcounty.org)>; Scott Davis [redacted] [epa.gov](mailto:[redacted]@epa.gov)>; Srikanth Yamala [redacted] [hallcounty.org](mailto:[redacted]@hallcounty.org)>; Mitchell, Stanley (FTA) [redacted] [dot.gov](mailto:[redacted]@dot.gov)>; Luxenberg, Steve (FHWA) [redacted] [dot.gov](mailto:[redacted]@dot.gov)>; Christian, Tamara (FHWA) [redacted] [dot.gov](mailto:[redacted]@dot.gov)>; Tom Sills [redacted] [bartowga.org](mailto:[redacted]@bartowga.org)>; Tracy Selin [redacted] [camsys.com](mailto:[redacted]@camsys.com)>; Vince Edwards [redacted] [gwinnettcounty.com](mailto:[redacted]@gwinnettcounty.com)>; William Cook [redacted] [dnr.state.ga.us](mailto:[redacted]@dnr.state.ga.us)>; George McDonald [redacted] [srta.ga.gov](mailto:[redacted]@srta.ga.gov)>; “Miles Cook” [redacted] [dot.ga.gov](mailto:[redacted]@dot.ga.gov)>; Melissa Roberts [redacted] [atlantaregional.org](mailto:[redacted]@atlantaregional.org)>; Abigail B. Marinelli [redacted] [atlantaregional.org](mailto:[redacted]@atlantaregional.org)>; Aileen Daney [redacted] [atlantaregional.org](mailto:[redacted]@atlantaregional.org)>; Crocker, John (FTA) [redacted] [dot.gov](mailto:[redacted]@dot.gov)>; “Kelly Sheckler” <[redacted]@epa.gov>; “James Hobbs (MARTA)” Hobbs, James [redacted] [itsmarta.com](mailto:[redacted]@itsmarta.com)>

Subject: RTP Update Documentation

Greetings Interagency Members:

We are finalizing all documentation associated with the 2050 RTP update this week and public comment is scheduled to open next Monday, November 11. As we have done previously with other plan updates and amendments, we want to share key components of the Conformity Determination Report with you in advance and offer you the opportunity to provide any feedback before the comment period opens.

- Project lists for ARC, GHMPO and CBMPO that comprise the travel demand modeling and emissions analyses
- Narrative, tables and charts demonstrating that emissions are within federal air quality budgets
- Narrative and tables demonstrating that the plan is fiscally constrained

All planning and modeling assumptions were shared with the committee back in August. Consensus was reached on the thoroughness and accuracy of those assumptions at that time, so they are not attached in this transmittal. Since the August meetings, one minor change has been reported to us by EPD and that will be reflected in the draft final document. ARC will share the complete draft with Interagency later this week in advance of the comment period opening on Monday.

Please share any comments on these materials with us at your earliest convenience so that we can make any critical changes prior to the 11th. Thanks in advance!

David

David W. Haynes

Long Range Transportation Plan Manager
Transportation Access and Mobility Group

Atlanta Regional Commission
Peachtree Center; International Tower
229 Peachtree St. NE; Suite 100
Atlanta, GA 30303



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Project ID	MPO TIP ID	Short Description	Primary Work Type	Improvement Type	Project Sponsor	Counties (Multi-value)	Record Status	Phase Code	Phase Status	FY	Fund Code	Federal Amount	State Amount	Other Amount	Total Amount	
0015284	HE-189	SR 155 FM I-75 TO HAMPTON-LOCUST GROVE RD/BILL GARDNER PKWY	Widening	Major Widening	GDOT	Henry	Approved	PE	PRECST	2026	HB170	\$0	\$1,359,000	\$0	\$1,359,000	Shift PE from FY 2025 and adjust funding
0016575	CW-348A	CR 55/MCINTOSH TRAIL KEG CREEK	Bridges	Bridge Replacement with No Added Capacity	GDOT	Coweta	Approved	ROW	PRECST	2023	LOC	\$0	\$0	\$50,000	\$50,000	Add :LOC ROW line item
0016576	CW-348B	CR 261/OLD CORINTH ROAD SANDY CREEK	Bridges	Bridge Replacement with No Added Capacity	GDOT	Coweta	Approved	ROW	PRECST	2023	LOC	\$0	\$0	\$50,000	\$50,000	Add :LOC ROW line item
0016579	AR-348A	SR 920 FLINT RIVER	Bridges		GDOT	Clayton, Fayette	Approved	ROW	PRECST	2023	LOC	\$0	\$0	\$50,000	\$50,000	Add :LOC ROW line item
0016580	FN-348A	CS 1323/HOPEWELL ROAD CHICKEN CREEK	Bridges	Bridge Replacement with No Added Capacity	GDOT	Fulton	Approved	ROW	PRECST	2023	LOC	\$0	\$0	\$100,000	\$100,000	Add :LOC ROW line item
0016581	FN-348B	CS 4/BIRMINGHAM ROAD CHICKEN CREEK TRIB	Bridges	Bridge Replacement with No Added Capacity	GDOT	Fulton	Approved	ROW	PRECST	2023	LOC	\$0	\$0	\$75,000	\$75,000	Add :LOC ROW line item
0016582	FN-348C	CS 34/FREEMANVILLE ROAD COOPER SANDY CREEK	Bridges	Bridge Replacement with No Added Capacity	GDOT	Fulton	Approved	ROW	PRECST	2023	LOC	\$0	\$0	\$75,000	\$75,000	Add :LOC ROW line item
0016583	GW-348B	CR 243/MARTINS CHAPEL ROAD ALCOVY RIVER	Bridges	Bridge Replacement with No Added Capacity	GDOT	Gwinnett	Approved	ROW	PRECST	2023	LOC	\$0	\$0	\$100,000	\$100,000	Add :LOC ROW line item
0016597	CH-348B	CR 372/WATERS ROAD MILL CREEK	Bridges	Bridge Replacement with No Added Capacity	GDOT	Cherokee	Approved	ROW	PRECST	2023	LOC	\$0	\$0	\$50,000	\$50,000	Add :LOC ROW line item
0016598	CH-348C	CR 375/VAUGHN ROAD MILL CREEK	Bridges	Bridge Replacement with No Added Capacity	GDOT	Cherokee	Approved	ROW	PRECST	2023	LOC	\$0	\$0	\$50,000	\$50,000	Add :LOC ROW line item
0016599	FN-348D	CS 1472/WATERS ROAD LONG INDIAN CREEK	Bridges	Bridge Replacement with No Added Capacity	GDOT	Fulton	Approved	ROW	PRECST	2023	LOC	\$0	\$0	\$100,000	\$100,000	Add :LOC ROW line item
0016605	FS-348	CR 581/BETHSAIDA ROAD MORNING CREEK	Bridges	Bridge Replacement with No Added Capacity	GDOT	Fulton	Approved	ROW	PRECST	2023	LOC	\$0	\$0	\$50,000	\$50,000	Add :LOC ROW line item
0016606	CL-348	CR 392/UPPER RIVERDALE ROAD FLINT RIVER	Bridges	Bridge Replacement with No Added Capacity	GDOT	Clayton	Approved	ROW	PRECST	2023	LOC	\$0	\$0	\$100,000	\$100,000	Add :LOC ROW line item

Transportation Improvement Program

FY 2020-2025, Amendment #1

Public Review 07/31/20 – 08/19/20

The Transportation Improvement Program (TIP) is the mechanism by which federal, state and local funds are approved for all significant surface transportation projects and programs in the region. The FY 2020-2025 TIP comprises the first six years of the Regional Transportation Plan (RTP) for the Atlanta region. As the federally recognized Metropolitan Planning Organization (MPO) for a 20-county region, ARC is responsible for developing and amending/updating the TIP and RTP to meet federal planning requirements and address local needs.

Purpose of Amendment

- Partially incorporate forthcoming recommendations of the 2019 TIP project solicitation.
- Update financial and travel demand modeling assumptions for the Major Mobility Investment Program (MMIP) and other projects with a substantial state interest.
- Incorporate new local and state funded capacity projects into the ARC travel demand model.
- Address project cost estimate and programmatic changes that are of a time sensitive nature or cannot be handled administratively.

An email was sent to ARC's interested parties distribution list indicating the TIP Amendment was open for public review. Details regarding the amendment project list, process, and timeline were posted on ARC's website. Additionally, the request for review was advertised via newspapers and various ARC newsletters and presentations.

ARC received no public comments during the formal comment period or at the August 13th virtual public hearing held during the Transportation & Air Quality Committee meeting. On August 21st, ARC did receive one partner agency change request by staff at the Georgia Department of Transportation, which is summarized below.

Partner Agency Request

Staff at the Georgia Department of Transportation requested further changes to project ARCID FT-324 (GDOT PI 0007526) – a project already documented in the draft amendment 1 list.

- Remove local share funding by Forsyth County from both the construction (CST) and utility relocation (UTL) phases of this project
- Add state funding share to the UTL phase; increase to \$1,572,425
- Increase federal share on UTL phase to \$6,289,699
- Add state funding match to the CST phase \$8,280,167

The impact of this request would result in no change in total funding committed to the CST phase and an increase of \$4,001,745 in total funding to the UTL phase of this project compared to the original amount proposed to be changed in the amendment 1 project programming changes list. An updated fiscal constraint analysis which incorporates this request shows that anticipated FHWA formula fund revenues in FY 2021 continue to exceed overall program costs.

This document, along with specific comments will be shared with ARC Transportation Coordinating and Transportation & Air Quality Committee members, as well as all appropriate regional transportation project sponsors. Additionally, this document will be shared with respondents who submitted public comment, via a link to the Amendment webpage, where this report will be posted, available at www.atlantaregional.org/amendment.

Transportation Improvement Program FY 2020-2025, Amendment #2 Public Review 01/14/21 – 02/11/21

The Transportation Improvement Program (TIP) is the mechanism by which federal, state and local funds are approved for all significant surface transportation projects and programs in the region. The FY 2020-2025 TIP comprises the first six years of the Regional Transportation Plan (RTP) for the Atlanta region. As the federally recognized Metropolitan Planning Organization (MPO) for a 20-county region, ARC is responsible for developing and amending/updating the TIP and RTP to meet federal planning requirements and address local needs.

Purpose of Amendment

- Include the programming of new funding recommendations from the 2019 TIP solicitation
- Address project cost estimate and programmatic changes that are of a time sensitive nature or cannot be handled administratively.

An email was sent to ARC's interested parties distribution list indicating the TIP Amendment was open for public review. Details regarding the amendment project list, process, and timeline were posted on ARC's website. Additionally, the request for review was advertised via the Fulton Daily Report and Mundo Hispanico. Information was also shared through various ARC newsletters and presentations.

Public Comment Summary

ARC received two written public comments submitted via email and one public comment submitted verbally at the February 10th public hearing prior to the Transportation and Air Quality Committee. The summary of the comments received are provided in this document. This document, along with specific comments will be shared with ARC Transportation Coordinating and Transportation & Air Quality Committee members, as well as all appropriate regional transportation project sponsors. Additionally, this document will be shared with respondents who submitted public comment, via a link to the Amendment webpage, where this report will be posted, available at <http://www.atlantaregional.org/amendment>.

Public Comment Submittals

The following are the public comments submitted to ARC for the FY 2020-2025 TIP Amendment #2 along with a response from ARC.

Public Comment #1:

Hello,

As a walker, cyclist and MARTA rider I strongly support extending the two multi-use paths: the City of Chamblee's Rail Trail and Path 400 in the city of Roswell from Loridians Drive to Johnson Ferry Road. I also urge you to provide operating assistance from MARTA's Arterial Rapid Transit service on Metropolitan Parkway, from West End Station to the city of Hapeville.

Thank you for your prompt attention to this matter.

Sincerely,

Lee Pasackow
Decatur 30033

ARC Response

Thank you for your comment regarding the City of Chamblee Rail Trail, PATH 400 Trail Extension, and the Metropolitan Parkway Arterial Rapid Transit (ART) projects. Your comment has been reviewed and shared with the appropriate staff member at the City of Chamblee, City of Sandy Springs, and MARTA. We encourage participation in all local and community meetings related to these projects as they progress in their implementation phases.

Public Comment #2:

To Whom it May Concern,

When making changes to the Transportation Improvement Program, please consider including the portion of Memorial Drive that lies in DeKalb County. More specifically the stretch of Memorial Drive that exists between the 285 border, and Ponce De Leon.

DeKalb County is currently trying to revitalize this portion of Memorial Drive, and they have put together several community action groups to help accomplish this goal. As a member of one of these Community Action Groups - a group that has been tasked with creating a trail network, I know how important complete and safe streets are for pedestrians as they must traverse the busy corridors in their communities.

As the community groups strive to make this segment of the high-speed corridor safe and equitable, I ask that you keep the people and pedestrians of Memorial Drive's easternmost stretch in mind by including us in your Transportation Improvement Program.

Sincerely,

Eric Barden

ARC Response

Thank you for your comment regarding the Memorial Drive corridor. At this time, a project is not currently identified in the Transportation Improvement Program (TIP) for the Memorial Drive corridor and DeKalb

County has not requested improvements to be included in the TIP. Projects listed in the TIP are included at the request either by the Georgia Department of Transportation (GDOT) or the project sponsor. However, since Memorial Drive is a state road, GDOT will need to be involved with any planning and design work. Therefore, if a future project is identified for the Memorial Drive corridor and federal funds are designated for the project, ARC will be notified by the appropriate project sponsor (GDOT or DeKalb County) for inclusion in the TIP.

In 2014, DeKalb County did develop a Comprehensive Transportation Plan (CTP) which identified improvements along Memorial Drive as a recommendation for future improvements. DeKalb County will be undergoing an update of their Comprehensive Transportation Plan with community meetings forthcoming in the near future. Recommendations from such plans are used to submit project fund requests and inclusion in the TIP by the county. ARC encourages ongoing participation in community meetings as it relates to this corridor.

Public Comment #3 (given at public hearing on February 10, 2021):

In regards to the plans for pedestrian infrastructure along Fulton Industrial, as a former resident of the area, increased pedestrian infrastructure such as crosswalks, pedestrian traffic lights, as well as bus shelters and benches would increase the walkability especially at the intersection of Camp Creek Parkway and Fulton Industrial. Residents expressed a need for safety and walkability which is lacking in South Fulton especially along these major roads. A simple increase of sidewalks could propel the area to being more safe for walking and bike riding. There has been an increase of warehouses being built in the area and it makes it difficult to commute without sidewalks, crosswalks, etc. The intersection of Camp Creek and Fulton Industrial holds a lot of potential, but without accessibility and walkability, the area will become increasingly less safe for pedestrians.

Thank you,
Alyssa Cleveland

ARC Response

Thank you for your comment regarding the Fulton Industrial Pedestrian Enhancements and Intersection Improvements. Your comment has been recognized by ARC staff and shared with staff from the City of South Fulton and the Fulton Industrial Boulevard Community Improvement District. We encourage participation in all local and community meetings related to this project as it progresses in its implementation phase.

Transportation Improvement Program FY 2020-2025, Amendment #3 Public Review 08/05/21 – 08/19/21

The Transportation Improvement Program (TIP) is the mechanism by which federal, state and local funds are approved for all significant surface transportation projects and programs in the region. The FY 2020-2025 TIP comprises the first six years of the Regional Transportation Plan (RTP) for the Atlanta region. As the federally recognized Metropolitan Planning Organization (MPO) for a 20-county region, ARC is responsible for developing and amending/updating the TIP and RTP to meet federal planning requirements and address local needs.

Purpose of Amendment

- Update the travel demand model to reflect the latest scoping changes for projects within the region's air quality conformity analysis
- Edit programming and financial details for Major Mobility Investment Program (MMIP)
- Add and remove select projects in the TIP/RTP
- Address project cost estimate and programmatic changes that are of a time sensitive nature or cannot be handled administratively.

An email was sent to ARC's interested parties distribution list indicating the TIP Amendment was open for public review. Details regarding the amendment project list, process, and timeline were posted on ARC's website. Additionally, the request for review was advertised via newspapers and various ARC newsletters and presentations.

ARC received no public comments during the formal comment period or at the August 13th virtual public hearing held during the Transportation & Air Quality Committee meeting. On August 11th, ARC did receive one partner agency change request by staff at the Georgia Department of Transportation, which is summarized below.

Partner Agency Request

Staff at the Georgia Department of Transportation requested further changes to the following project IDs:

AR-318 (GDOT PI 0014203)
AR-ML-200AIP1 (GDOT PI 0017125)
AR-ML-200 (GDOT PI 0001758)
AR-ML-200W (GDOT PI 0017124)

These projects were already documented in the draft amendment 3 list. Changes are summarized below

- Show FY 2022 preliminary engineering phase funded via National Highway Performance Program (Z001) on AR-318 as authorized

- Update FY 2022 right-of-way acquisition phase funded via National Highway Performance Program (Z001) on AR-318 from \$5,200,000 (federal share) and \$1,300,000 (state share) for a previous total of \$6,500,000 to \$7,680,000 (federal share) and \$1,920,000 (state share) for a final total of \$9,600,000
- Remove all previously proposed changes to construction phases on AR-ML-200AIP1 in the amendment list as this project now only covers the purchase of right-of-way
- Show FY 2022 preliminary engineering phase funded via National Highway Performance Program (Z001) on AR-ML-200 as authorized
- Add an update to the long range (2026-2030) construction phase funded via General Federal Aid (2026-2050) on AR-ML-200W from \$88,288,704 (federal share) and \$22,057,176 (state share) for a previous total of \$110,345,880 to \$95,685,279 (federal share) and \$23,912,320 (state share) for a final total of \$119,597,599

This document will be shared with ARC Transportation Coordinating and Transportation & Air Quality Committee members, as well as all appropriate regional transportation project sponsors. Additionally, this document will be shared via a link to the Amendment webpage, where this report will be posted, available at www.atlantaregional.org/amendment.

Transportation Improvement Program FY 2020-2025, Amendment #4 Public Review January 24, 2022 to February 11, 2022

The Transportation Improvement Program (TIP) is the mechanism by which federal, state and local funds are approved for all significant surface transportation projects and programs in the region. The FY 2020-2025 TIP comprises the first six years of the Regional Transportation Plan (RTP) for the Atlanta region. As the federally recognized Metropolitan Planning Organization (MPO) for a 20-county region, ARC is responsible for developing and amending/updating the TIP and RTP to meet federal planning requirements and address local needs.

Purpose of Amendment

- Include new exempt LCI projects from the 2021 LCI project solicitation
- Incorporate changes to projects in the Major Mobility Investment Program (MMIP)
- Address miscellaneous changes and new projects submitted by GDOT.

An email was sent to ARC's interested parties distribution list indicating the TIP Amendment was open for public review. Details regarding the amendment project list, process, and timeline were posted on ARC's website. Additionally, the request for review was advertised via newspapers and various ARC newsletters and presentations.

ARC received seven written public comments with one public comment submitted verbally at the February 9th Public Hearing held prior to the Transportation and Air Quality Committee (TAQC) meeting. The summary of the comments received are listed in the following pages. This document, along with specific comments will be shared with ARC Transportation Coordinating and Transportation & Air Quality Committee members, as well as all appropriate regional transportation project sponsors. Additionally, this document will be shared with respondents who submitted public comment, via a link to the Amendment webpage, where this report will be posted, available at <http://www.atlantaregional.org/amendment>.

Public Comment Submittals

The following are the public comments submitted to ARC for the FY 2020-2025 TIP Amendment #4 along with a response from ARC.

Public Comment #1

This is a comment for the TIP amendment, regarding the Northside Drive project.

Specifically, this is SR 3/US 41/Northside Drive: Operational Improvements Project ID: 0015288, as seen here: <https://sr-3-northside-improvements-0015288-gdot.hub.arcgis.com/>

This section of road has gained an extraordinary growth in apartment buildings in recent years, and a new 671-bed student housing building is also on the way. The "operational improvements" listed for the project are clearly focused on car flow, with very little improvement for pedestrian traffic.

Given the residential growth here and the fact that it will increase a need for safe pedestrian and cycling connections to the nearby Georgia Tech campus, there should be a much heavier focus on improvements to all modes of transportation equally, including transit ridership (which in itself needs support from improved pedestrian safety).

This project should be halted and restarted with input from the City of Atlanta DOT, Georgia Tech, Neighborhood Planning Unit E, and MARTA, in order to ensure a more equitably beneficial design.

Darin Givens

ARC Response

The project referenced in the comment regarding PI#0015288 is not included in the proposed TIP Amendment #4 project list. However, it is within proximity to AT-003D/PI#0018301 which is listed in the proposed TIP Amendment #4 list. ARC forwarded this comment to Georgia DOT and the following was their response provided to ARC:

This project is programmed through the Georgia Department of Transportation's Operational Improvement program. The scope of this project is to improve the overall operation of the SR 3/Northside Drive corridor within the project limits. A scoping study has been completed (PI 0007557) for the Northside Drive Corridor, with the purpose of identifying transportation needs and opportunities throughout the study area, and developing a list of projects that can potentially be programmed to address these needs. Improvement opportunities were identified through a combination of public and stakeholder involvement, traffic analysis, crash analysis, and review of prior planning studies. Based on information received from this study, the department may explore projects to improve pedestrian and cyclist accommodations in the area.

Public Comment #2

Hello Atlanta Regional Commission (ARC) Officials:

I am extremely disheartened to see the omission of the East Point PATH. The PATH calls for 16 trail segment connecting major job centers, schools, parks, and the city's downtown, and federal and state funds are needed for construction. How can East Point get serious about attracting millennials and the companies that employ them by way of Beltline-esque, multi-use trails— which, in turn, could present a whole new way of traversing the ITP city without additional support and funding?

Find the PATH!

Erik Coleman

ARC Response

The City of East Point did not apply for funds during the 2021 LCI Call for Projects. We received a total of 21 applications and are recommending funding for 17 of those. However, the City did submit an application for scoping funds for Phase II of the East Point Downtown Multi-Modal Project for the 2022 TIP Solicitation. Staff is currently conducting its evaluation of the application and expects to release draft funding recommendation in Spring 2022. This project proposes a shared use path on East Point St/Main St from West Cleveland Ave to Womack Ave, which is a portion of the overall East Point PATH plan.

We will include this comment in the file folder as a support letter for the project. As you may know, ARC's LCI program provided a grant of approximately \$5M to the City of East Point for Phase I of the Downtown Multi-modal Project, which is scheduled to be bid for construction this year. Please check back our website for updates on the 2022 TIP Solicitation (<http://www.atlantaregional.org/tipsolicitation>). For more information on the LCI program, see <https://atlantaregional.org/transportation-mobility/local-planning/lci-transportation-program/> or reach out to Amy Goodwin at agoodwin@atlantaregional.org.

Public Comment #3

Hi,

As a resident, property owner, and small business owner on Peachtree Street in downtown Atlanta, I am a supporter of the "Peachtree Shared Space" project and other efforts to make streets safer and support additional users. Thank you for including it in the Atlanta Regional Commission's Livable Centers Initiative Transportation Improvement Program.

Kind Regards,
John Von Hollen

ARC Response

Thank you for your support of this project and ARC's Livable Centers Initiative program. You can find more information about the Peachtree Shared Space project, including how to provide feedback throughout the design process here: <https://www.sharepeachtree.com/>.

Public Comment #4

Dear Mr. Orr,

and I have copied Honorable Representative Jasperse because we have had a conversation about this.

Thank you for your service to our city and our state.

Looking at the "Transportation Improvement Program", I get caught up in verbiage yet I am heartened to see the mandate of the ARC as being responsible for developing, amending and updating transportation plans to meet federal requirements and local needs.

As feet, eyes, and ears on the ground, I focus very locally: on Peachtree Street from Ellis to Baker, item AT-379 on the Programming Changes/Proposed Changes list for FY 2022 namely, proposed projects variously labeled as "Last Mile Connectivity", "Complete Streets", "Pedestrian Safety Improvements".

Following the money, I see \$1.2M proposed from federal sources (STBG), the State has no plan to fund these changes and it looks like the City will put in \$15,550,000

But you know all that.

Do you know exactly how the existing "Tactical Urbanism" installation along Peachtree Street from Ellis to Baker Street is functioning? Do you know that as a "Complete Street" the public right of way along Peachtree Street accommodates all micro mobility devices in the shared space. This effectively means that bicycles, e-scooters and pedestrians on foot and in wheelchairs, share the space, leaving no protected pedestrian right of way. By definition, "shared space" is actually shared. On the Peachtree Street, there was no ADA curb access for the Marta Mobility bus for the first 5 months of the "demonstration project".

Despite being presented to the public as a temporary installation of up to 90 days, the community was told in several conversations that the Shared Peachtree Demonstration Project never had an end date.

Data and feedback are collected and reported, oddly enough these always support the project goals and intent.

To me, for Peachtree Street, "Last Mile Connectivity", "Complete Streets", "Pedestrian Safety Improvements" are better met by addressing the sidewalks and ADA compliance without interfering with the curbside needs of properties and businesses along that corridor. Downtown Atlanta had magnificent sidewalks as we hosted the world for the 1996 Summer Games.

To me, if the State thinks this is a good idea, State funds would be available. Likewise, if these proposals made sense on the federal level, more funds would be available.

Key to the ARC assuring that the public rights of way meet local needs is meaningful dialogue on the local level and pressing for local action to address needs of the stakeholders on the effected public right of way. Yes, I have had many conversations on the local level and though my voice is always in support of a wonderful and viable ADA compliant downtown, I am not popular among the dreamers and planners...I'm just too practical and frugal.

Jennifer Brooks

Verbal Public Comment from Jennifer Brooks (Public Hearing @ TAQC February 9, 2022)

Respectfully, I ask the ARC to help Peachtree Street thrive. The "Transportation Improvement Program", says the ARC is responsible for developing, amending and updating transportation plans to meet federal requirements and local needs. Item AT-379 on the Programming Changes/Proposed Changes list for FY 2022 is called "Last Mile Connectivity", "Complete Streets", "Pedestrian Safety Improvements". Following the money, I see no State funds for this, and I am grateful. The "Tactical Urbanism" installation along Peachtree Street from Ellis to Baker and as a "Complete Street" this means that bicycles, e-scooters, pedestrians in wheelchairs and on foot, all share the space: there is no protected pedestrian right of way AND for 5 months, no curb access for the Marta Mobility bus. With the City of Atlanta as custodian, Peachtree Street is suffering the consequences of a Tactical Urbanism installation that was approved by the Department of City Planning and Atlanta Department of Transportation. While some stakeholders and special interest groups support it, this installation has caused serious hardships to individuals, business and property owners, the workforce, visitors, residents, and public safety. There is pending City Legislation for repeated closures of Peachtree Street on Sundays at a time when Atlanta's Central Business District desperately needs support. To me, for Peachtree Street to serve the people let's address the sidewalks and ADA compliance. The magnificent sidewalks where we hosted the world for the 1996 Summer Games can be restored. Respectfully, I ask the ARC to help Peachtree Street thrive.

ARC Response

The Peachtree Shared Street project was first envisioned through the Atlanta City Design process, through which conceptual illustrations were developed by Atlanta City Design Studio staff in 2017-2018. The City

then applied for funding from ARC to develop a feasibility study in order to see if their concepts were feasible from an engineering, traffic and public and political support standpoint. That study was conducted from 2020-2021. Both public and stakeholder engagement was conducted and documented on the project website, and feedback continues to be collected through the website - <https://www.sharepeachtree.com/>. The study culminated in the installation of a temporary project in the summer of 2021 to see how the street and traffic would perform, and how the public would react (including delivery, emergency vehicles, hotel valet, transit and other users).

Then in late Summer of 2021, ARC held a Call for Projects for LCI funding. Due to the limited amount of funds available for FY22, eligible projects were limited to PE/engineering phases only. So all recommended awards reflect just PE funds, with expectation that project sponsors will apply for construction funds in the future (either to ARC, federal discretionary grants, or to the State's GTIB program, or some combination thereof). Hence, until federal or state funds are identified for future phases (right-of-way, utility or construction), ARC is obligated to show future costs as local.

We are sending a copy of the City's funding application with a description of the proposed project (illustrations can also be found on the project website).

Public Comment #5

Violation of a landscape, composition, of a structure of the soil caused by the extraction of natural raw materials. Forming of wastewater. Air pollution with particulates during the development and extraction of raw materials. Emission of particulates and gas in the atmosphere caused by receiving materials. Noise pollution during the work of motor transports. Air pollution during construction works and a work of motor transport. Damage to private property, landscape, sidewalks. Burning debris. Barriers, road blocks, steel covers that damage tires, wheels. Other safety and environment concerns.

Please provide a road ecology report / study **before** construction begins.

Gus Hightower

ARC Response

All projects, if awarded, will follow GDOT's Plan Development Process (PDP), including NEPA and the federal Uniform Relocation Act. Therefore, depending on the level of analysis required, as determined by GDOT and FHWA, the project development process may include air and noise studies, soil erosion plans, environmental mitigation, and construction easements.

Public Comment #6

As a resident of midtown, I support any and all expansions of bike lanes and alternative transport infrastructure, especially the proposed expansion of bike lanes on Peachtree Street.

Evan Phillips

ARC Response

Thank you for your support of bicycling and pedestrian infrastructure, which are at the heart of ARC's Livable Centers Initiative program. For more information on LCI, see <https://atlantaregional.org/community-development/livable-centers-initiative>. For additional information on the Peachtree Shared Space project specifically, please see: <https://www.sharepeachtree.com/>.

Public Comment #7

Dear ATL-ARC Transportation,

I ride regularly on Peachtree from Midtown through Downtown with my commuter and with my road bicycle to join weekly rides out of East Point with MACC (Metro Atlanta Cycling Club). The current shared space has little impact on traffic even during rush hours which means it should be made permanent. In terms of bicycle usability the current set-up is inconvenient at the ends of the planter lanes dump you awkwardly back into the traffic and the planter lanes require some tricky handling to access with a road bicycle. Hence dedicated bicycle or pedestrian or mixed use lanes would be beneficial. The current setup wastes a lot of space with the planters and squeezes any extra use in between the planters and the curb where also all the storm drains are etc. Hence you rarely see any pedestrian or cyclists actually using the space between the planters and the curb. Essentially it just acts as a nice buffer but a permanent solution requires better space activation and use. Perhaps by moving the curb towards the center on the other side of the planters and having a dedicated bike lane etc.

Just a few thoughts from someone who cycles through there regularly even at 5 or 6pm.

Hermann M. Fritz, Ph.D.

ARC Response

Thank you for your comment and support of bicycling and pedestrian infrastructure, which is central to ARC's goal of creating walkable, healthy places. Regarding the Peachtree Shared Space project, you can find additional info and provide feedback on the project here: <https://www.sharepeachtree.com/>. The current facilities that are on the street now, is a temporary installation intended to test the feasibility of reducing the travel lanes, and garner feedback from the public and stakeholders (such as residents, hotels, delivery users, emergency vehicles, transit operators, etc). The proposed permanent project takes this a step further to create a safe, walkable and bikeable public space. We are sending as an attachment the funding application and concept report for more detail. Feel free to reach out to Amy Goodwin agoodwin@atlantaregional.org if you'd like more info or to be put in touch with the City's project manager.

Transportation Improvement Program FY 2020-2025, Amendment #5

Public Review May 5, 2022 to May 18, 2022

The Transportation Improvement Program (TIP) is the mechanism by which federal, state and local funds are approved for all significant surface transportation projects and programs in the region. The FY 2020-2025 TIP comprises the first six years of the Regional Transportation Plan (RTP) for the Atlanta region. As the federally recognized Metropolitan Planning Organization (MPO) for a 20-county region, ARC is responsible for developing and amending/updating the TIP and RTP to meet federal planning requirements and address local needs.

Purpose of Amendment

- Program additional fiscal year 2022 federal funding apportioned under the Infrastructure Investment and Jobs Act (IIJA)
- Incorporate new GDOT-sponsored bridge upgrade projects and related federal funding
- Address project cost estimate and programmatic changes that are of a time sensitive nature or cannot be handled administratively.

An email was sent to ARC's interested parties distribution list indicating the TIP Amendment was open for public review. Details regarding the amendment project list, process, and timeline were posted on ARC's website. Additionally, the request for review was advertised via newspapers and various ARC newsletters and presentations.

ARC received one partner agency request, eleven written public comments, and one public comment submitted verbally at the May 11th Public Hearing held prior to the Transportation and Air Quality Committee (TAQC) meeting. The summary of the comments received are listed in the following pages. This document, along with specific comments will be shared with ARC Transportation Coordinating and Transportation & Air Quality Committee members, as well as all appropriate regional transportation project sponsors. Additionally, this document will be shared with respondents who submitted public comment, via a link to the Amendment webpage, where this report will be posted, available at <http://www.atlantaregional.org/amendment>.

Partner Agency Request

Staff at the Georgia Department of Transportation requested further changes to the following amendment 5 project IDs:

AT-295 (GDOT PI 0013810)
BA-186 (GDOT PI 0017927)
FS-350 (GDOT PI 0014081)
GW-184B (GDOT PI 0013901)
WA-037 (GDOT PI 0017942)

These projects were already documented in the draft amendment 5 list. Changes are summarized below

- Remove the proposed change to ARCID AT-295 / GDOT PI 0013810 on the FY 2022 ROW phase funded through Surface Transportation Block Grant Program (Flexible) funding (Z240). This request was granted and as it was the only trigger responsible for incorporating this project into amendment 5, the project was dropped from the final proposed amendment change list.
- Update the total funding amount for long range construction activities on ARCID BA-186 / GDOT PI 0017927 to a total of \$6,500,000 – rather than the previous total of \$6,580,000. This request was granted and is now reflected in the final proposed amendment change list.
- Modify the project description on ARCID FS-350 / GDOT PI 0014081 to reference the state route designation for South Fulton Parkway – SR 14 ALT. Also change the phase status of FY 2022 HB 170 funded PE to ‘Authorized’. These requests were granted and are now reflected in the final proposed amendment change list.
- Increase the total cost of the FY 2025 National Highway Performance Program (Z001) funded ROW phase to \$8,193,000 and move to FY 2026. Both change were made to the final proposed amendment change list and are lumped into the general long range scheduling band (2026-2030) for this project (ARCID GW-184B / GDOT PI 0013901
- Update the total funding amount on long range (2026-2030) project activities to \$4,300,000 total funding, incorporating a state funded match of \$860,000. This request was granted and is now reflected in the final proposed amendment change list for ARCID WA-037 / GDOT PI 0017942.

Public Comment Submittals

The following are the public comments submitted to ARC for the FY 2020-2025 TIP Amendment #5 along with a response from ARC:

Public Comment #1

Hi ARC,

Urbanize Atlanta wrote a very thorough piece on the infrastructure funds incoming to TIP, for use with buses and bus infrastructure. I think bus infrastructure is the last big opportunity for mobility in Atlanta, given heavy rail is too expensive to build and maintain. If Atlanta can make bus riding safer and more attractive, MARTA could have a revenue streams on its hands. I would say the only addendum to the existing plan would be adding many more EV charging stations in very conspicuously heavy traffic areas (Cobb Pkwy, Windy Hill Rd, Chastain Rd, Barrett Pkwy, Piedmont, Peachtree, DeKalb Ave, Boulevard, Memorial, Moreland, Briarcliff, Ponce, Roswell Rd, Paces Ferry, Peachtree Dunwoody, Pleasant Hill Rd, Holcomb Bridge Rd, Windward Pkwy, etc.) rather than waiting for land developers to build charging stations into new developments. If we can be seen on the cutting edge, the public will utilize the city's transit resources more frequently. Many people I know have three big complaints about Atlanta that need improvement yesterday: high crime, difficulty in getting around, access to affordable housing. I think MARTA and other systems have low credibility right now because riding the bus is dangerous and doesn't go where people need it to go. Make it a stronger value proposition by expanding AND improving transit and ridership will improve.

Appreciate accepting the feedback.

Thanks,

M. Scott McMillan

Thank you for your comment. ARC supports the efforts of our region's transit operators to increase the efficiency, convenience, and attractiveness of their services – such as MARTA's Bus Rapid Transit projects on Campbellton Road, Southlake and Summerhill. Also, ARC continues to take proactive steps to support further electrification of the region's transportation network, as evidenced by our current and proposed investments in electrification planning and charging infrastructure.

Public comment #2

Please invest in sidewalks. This is critical in downtown Atlanta and throughout the City in school zones and neighborhoods. Please make it easy, inviting and safe for people to walk and ride ADA personal mobility devices.

Please make sidewalks a priority.

Thank you,

Jennifer Brooks

ARC Response:

Thank you for your comment. ARC is excited to provide financial assistance to Cobb County close gaps in their sidewalk network in and around bus stops and shelters throughout the CobbLinc network as part of this TIP amendment. ARC would be happy to consider an application for funding on a similar project within the City of Atlanta, should that municipality submit an application through ARC's regularly held TIP project solicitation cycles.

Public Comment #3

Please use the money to convert existing car lanes into transit lanes along frequent bus routes.

All these other projects are just tweaks to a fundamentally broken transportation system that over-relies on cars to the death and detriment of all other modes. We can't really begin to make progress until we recognize, and fund, the reallocation of our limited road space from cars to other uses. In this case transit.

Respectfully,

Jason Lathbury

ARC Response:

Thanks for your comment. Approximately 23 percent of the funds allocated within the long range 2050 Atlanta Region's Plan focus on projects designed to increase the efficiency of the current transportation network. These projects include bicycle and pedestrian facilities, transit expansion, freeway managed lanes open to transit vehicles and transportation demand management strategies to decrease single occupant vehicle usage in the Atlanta region.

Public Comment #4

As Founder and Executive Director of SHOWAbility, a 501c3 nonprofit organization, that support and promote talented people across the disability spectrum (born, acquired, visible and invisible), I want to bring onto your radar the needs of riders with disabilities - the often forgotten member category of "diversity and inclusion" group. Many in the general population do not realize that the disability community is the largest minority population in the country (20% - 1 in 5 people) and is the only minority population that anyone can join at anytime. In addition, the disability community represents over \$220 billion in disposable income. That said, this population of tax payers need to be considered in all transportation initiatives.

My question: What aspects of the allocated funding will go toward human-centered development that complies with the minimalistics of ADA and beyond? MARTA Mobility needs to be totally overhauled. It's service is beyond poor, but unfortunately "it's the best looking kid of an ugly family" - no other transportation service in Georgia offers the minimums of what it offers. Moreover, all of the funded locations (from Cobb to Calyton to non-urban/rural communities) have disadvantaged populations, including the disability community, that are severely underserved.

SHOWAbility is available to serve as consultants on each of the initiatives and we can put together a team of area disability community representatives from the respective counties to help factor in inclusive riding elements into the operational plans.

All the best,

Myrna Clayton

ARC Response:

Thanks for your comment. ARC supports projects which increase the accessibility of our region's transportation system. Approximately 21 percent of the funds allocated within the long range 2050 Atlanta Region's Plan focus on projects which support walkable communities and transit service in the Atlanta region. ARC primarily makes grants from its FHWA suballocated funding streams through a competitive, performance driven application process. Should MARTA, or any other transit operator, submit an eligible project proposal to make eligible improvements to its Mobility system, ARC would gladly evaluate said proposal for funding consideration.

Public Comment #5

1. Complete the original MARTA Act 1970, see plans.

- A. Extend line from the airport to South Fulton cities ,Fairburn, Palmetto
- B. Extend the west line to Fulton Ind Blvd.
- C. Complete line from Candler Park Station to Emory via the RR right of way from turnout from Candler Park station.
- D. Complete East line to Lithonia / Stonecrest Mall via RR right of way.
- E. Complete existing traction power building with acceleration and de-acceleration energy saving system.(the original plans had space reserved at each station in the first phases.)
- F. Coordinate with GA Dot to using existing turnout under WSB TV, north line, to parallel I-75 with rail system.
- G. Security addition(not upgrade) items eliminate doing Phases A, B, C, & D for cost saving.

From – Anonymous

ARC Response:

Thank you for your comment. We continue to work with MARTA to document components of the current edition of the Rapid Transit Contract and Assistance Agreement in the ARC Transportation Improvement Program and Regional Transportation Plan as advised by MARTA.

Public Comment #6

My comment is regarding the planned use of \$16 million for purchasing fossil fuel burning buses and road widening projects. Why are we spending a single penny on anything that burns natural gas? And making roads wider simply induces further usage of the road, leading to more traffic and more pollution.

The other listed projects seem worthwhile, but please consider finding a better use for the two projects referenced above. We have a woefully inadequate rail network and a barely there streetcar network. Maybe throw some more money that way. Or if you want to do something truly transformative, consider a feasibility study of an Amsterdam-style tram network crisscrossing Atlanta. We can no longer be a region defined by interstates or parking lots. Growth and productivity demand we do better. And if we don't do more on climate change, it will be simply unbearable to even live here.

Regards,

Matthew Pociask

ARC Response:

Thanks for your comment. ARC supports investments which support regional transportation system electrification – which is underscored by the establishment elsewhere within this proposed amendment of a \$14.8 million dollar electrification pilot program for bus and bus facilities throughout the metropolitan Atlanta area. Compressed Natural Gas (CNG) engine systems represent the current standard for bus rolling stock across our region's transit fleet and have helped contribute to continual improvements in the Atlanta region's air quality since their introduction in the 1990's. We expect even further improvements as energy production within Georgia continues to migrate to cleaner sources (such as nuclear) and as our partner transit agencies develop and implement their own fleet electrification plans. ARC also supports our partners at the Georgia Department of Transportation through their investments in the Atlanta region's roadway and bridge network.

Public Comment #7

As a HUGE fan of expanding transit option here in Atlanta, I love seeing more buses and trains, and hope we can continue to bring funds to these projects.

To that end, I absolutely abhor the idea that we would invest in battery-powered buses. Battery locomotion only really makes sense with *very* light-weight vehicles (i.e. bikes and small cars) and MARTA would be doing itself a disservice by making a long-range investment into this technology. Operationally, overhead-wire 'trolley' buses would be best, natural gas will be fine but not great, and battery is simply the worst of both worlds. They tend to be underpowered, have long cycle-times, and have a massive, [MASSIVE embodied carbon footprint](#) that can't be made back.

Further, batteries at this scale make the bus *significantly* heavier, which has obvious implications for pedestrian/bike safety and accordingly, liability concerns for the transit agency.

Lithium-ion batteries, while cheaper than other storage options today, are rife with ethical concerns in how its extracted and potentially worse consequences on how the batteries are disposed of at end of life.

To that end, MARTA would be wise to take [Denver's lead](#) on e-bike rebates and other low-cost, high-return mobility spending options. E-bikes are transit multipliers, put more money into the local economy and are significantly more route-flexible than fixed mass transit options. Further, e-bikes and cargo bikes are now truly capable of being car replacements, freeing up residents financially and reducing road congestion at drastically lower costs.

Sorry for the long input, but I am deeply passionate about Atlanta's transportation investments as it becomes a truly world-class city.

Best,

Brad Raber

Thank you for your comment, which has been shared with MARTA staff.

Public Comment #8

It seems that poor decisions are following previously poor decisions to continue to push more and more automobiles onto are already heavily congested, smog producing and unsafe roadways. We can never build sufficient roadways to solve our local and area transportation problems and challenges.

I strongly believe and totally support the construction and expansion of rail lines to carry Atlantans and surrounding areas passengers to and from the inner city and surrounds.

Save our planet. Improve the time and congestion spent on highways. Expand the rail system in and surrounding Atlanta! That's the path we should follow!

Barbara Balsler

ARC Response:

Thank you for your comment. We work closely with our partners in project delivery at the state, county and municipal level to deliver projects which offer a variety of modal choices for travel to the residents of the Atlanta region. Approximately 30 percent of the funds programmed within the ARC Transportation Improvement Program and Regional Transportation Plan are dedicated to projects which expand public transportation, support programs designed to decrease single occupant vehicle usage, and active modes such as walking and bicycling. ARC is committed to supporting our regional project sponsors in their efforts to advance such projects, including rail transportation systems.

Public Comment #9

Thank you for your work in this area. I support building a multi-modal transit system that includes new rail.

Bobbi (Barbara) Patterson

ARC Response:

Thank you for your comment. Expanding and improving the transit network constitute two major ARC Board objectives for regional transportation investment. Accordingly, the Atlanta Region's Plan allocates 24 percent of project funding on projects which expand and maintain regional transit operations. ARC is committed to supporting our regional transit providers in their efforts to advance transit projects, including rail systems.

Public Comment #10

Good afternoon ARC,

As a resident of the ATL Metro area, I'd like to offer my input into the way funds are allocated for transportation projects from the TIP. As I was reviewing the website for the proposed projects, I noticed a significant lack of rail transit improvement projects. I believe that the best way to proceed in the Atlanta region is to invest in more permanent heavy rail transit that has high passenger capacity and is unaffected by traffic conditions. As the region grows, its population pushes outwards to the exurbs. And these people moving into the exurbs create congestion to the already beleaguered highways that are beyond capacity. We need to look at alternative modes of transport rather than simply invite more traffic to our highways with lazy, short-term, road expansions. We need heavy rail. One of the most important changes is to expand MARTA's Red Line further north to Alpharetta along GA 400. This region has a large population with many commuters that overwhelm GA400 on a daily basis. The demand is there, the need is there, the funds are there, all that's left to ask is, is the support of our leaders there?

Thank you for your consideration of my comments, I hope you find them beneficial.

Best Regards,

Jalees N.

ARC Response:

Thank you for your comment. Expanding and improving the transit network constitute two major ARC Board objectives for regional transportation investment. Accordingly, the Atlanta Region's Plan allocates 24 percent of project funding on projects which expand and maintain regional transit operations. ARC is committed to supporting our regional transit providers in their efforts to advance transit projects, including rail systems.

Public Comment #11 (transcribed from verbal comment delivered at the May 11th 2022 ARC public hearing)

I'm grateful for the opportunity to comment on the proposed amendment to the TIP that would allocate \$45 million from the federal infrastructure act. I spoke at the combined ARC Board of Directors and TAQC Committee meeting on May 11, 2022 to urge the ARC to invest in infrastructure projects that help the Atlanta region address the climate crisis. I'm writing today to provide a written version of comments I made.

With regards to the climate crisis, time is of the essence. The World Meteorological Organization reported on May 9 that the world is closing in on the 1.5 degrees Celsius warming threshold, and we have a 50/50 chance that the world will meet the threshold by 2026.

The proposed investments in electric buses and charging stations, improvements to the Clayton County transit center, and improvements that provide safe access to CobbLinc buses are just what we need to help prevent climate change from getting even worse.

Investing in infrastructure that reduces car dependency and encourages people to rely on transit to get around will make the region more resilient. It's also essential that our transit agencies shift away from fossil-fuel powered vehicle dependency.

For the same reasons, I urge you to avoid funding road expansion in Barrow and Henry counties. We can't build our way out of congestion. Building bigger roads induces increased demand for driving, facilitates sprawl, and makes traffic worse. And by inducing more driving, bigger roads also worsen climate change.

I support the purchase of additional MARTA buses, but urge MARTA to shift the proposed investment in compressed natural gas buses to purchasing more electric buses and charging stations. The negative impact of natural gas has gained more attention in 2021 and early 2022, with an emphasis on the negative climate impact of methane. If MARTA isn't ready to purchase more electric vehicles at this time, I encourage it to do so on all future additions to its fleet.

Thank you for considering these recommendations. ARC must focus on more than regional impact and local relevance. It also has an urgent responsibility to take actions that protect our planet and the future of human civilization.

Sally Flocks

Founder and former President, PEDS

ARC Response:

Thank you for your comment. We work closely with our partners in project delivery at the state, county and municipal level to deliver projects which offer a variety of modal choices for travel to the residents of the Atlanta region. Approximately 30 percent of the funds programmed within the ARC Transportation Improvement Program and Regional Transportation Plan are dedicated to projects which expand public transportation, support programs designed to decrease single occupant vehicle usage, and active modes such as walking and bicycling. ARC is committed to supporting our regional project sponsors in their efforts to advance such projects, including rail transportation systems.

ARC Transportation Improvement Program FY 2020-2025 and Regional Transportation Plan, Amendment #6 Public Review November 4, 2022 to November 18, 2022

The Transportation Improvement Program (TIP) is the mechanism by which federal, state and local funds are approved for all significant surface transportation projects and programs in the region. The FY 2020-2025 TIP comprises the first six years of the Regional Transportation Plan (RTP) for the Atlanta region. As the federally recognized Metropolitan Planning Organization (MPO) for a 20-county region, ARC is responsible for developing and amending/updating the TIP and RTP to meet federal planning requirements and address local needs.

Purpose of Amendment

- Include the addition of new non-exempt TIP solicitation projects impacting air quality conformity
- Incorporate changes to project limits and financing from the Major Mobility Investment Program (MMIP)
- Address project cost estimate and programmatic changes that are of a time sensitive nature or cannot be handled administratively.

An email was sent to ARC's interested parties distribution list indicating that the TIP/RTP Amendment was open for public review. Details regarding the amendment project list, process, and timeline were posted on ARC's website. Additionally, the request for review was advertised via newspapers and various ARC newsletters and presentations.

ARC received partner agency requests to make further updates to projects previously proposed for changes on the draft amendment project list. One written public comment was also submitted. The Public Hearing was held on November 4th prior to the Transportation Coordinating Committee (TCC) meeting. No verbal comments were submitted at the hearing. A summary of the comments received from the public and partner agencies may be found the following pages. This document, along with specific comments will be shared with ARC Transportation Coordinating and Transportation & Air Quality Committee members, as well as all appropriate regional transportation project sponsors. Additionally, this document will be shared with respondents who submitted public comment, via a link to the Amendment webpage, where this report will be posted, available at <http://www.atlantaregional.org/amendment>.

Public Comment Submittals

The following are the public comments submitted to ARC for the TIP/RTP Amendment #6 along with a response from ARC:

Public Comment #1

To Mr. John Orr
Atlanta Regional Commission

I am writing today to express my support for TIP Amendment 6. Specifically, I am writing in support of the design funds being allocated to project HE-205, SR 81 road widening. The widening of state route 81 will provide operational and safety benefits along a major corridor within eastern Henry County.

Henry County voters approved the local match for this project design via SPLOST referendum in November 2019. I ask the Atlanta Regional Commission to consider moving these funds from FY 2024 to FY 2023 so that Henry County may begin the design process sooner for this project. Thank you for your consideration of my comments.

Clayton Carte
Resident of Locust Grove, GA

ARC Response:

Thank you for your comment. ARC supports the efforts of Henry County staff to implement mobility and safety improvements along this important corridor. ARC staff will coordinate with Henry County and GDOT staff to determine if the county is positioned to begin preliminary engineering activities in FY 2023. If funding is available, ARC will explore advancing these activities into FY 2023 as suggested.

Partner Agency Requests

Staff at the Georgia Department of Transportation requested further changes to the following project IDs:

AR-318 (GDOT PI 0014203)
AR-ML-200 (GDOT PI 0001758)
AR-ML-200E (GDOT PI 0017135)
AR-ML-210 (GDOT PI 0013917)
AR-ML-240 (GDOT PI 0013914)
AR-ML-300 (GDOT PI 0001757)
AT-244 (GDOT PI 0013918)
DK-382 (GDOT PI 0016054)
FN-270 (GDOT PI N/A)
FT-001E (GDOT PI 141890-)
WA-038 (GDOT PI 0018363)

These projects were previously documented in the draft amendment list. These additional change requests to existing amendment 6 projects were analyzed and determined by ARC staff to qualify for an administrative modification when compared to the change requests initially presented for public comment. The additional change in aggregate amount of federal funding for impacted project activities fell within the threshold for an administrative modification as outlined in ARC's community engagement plan. Additionally, none of the proposed additional changes impacted project scope or delivery timeframes. The additional changes are summarized below:

AR-318 (GDOT PI 0014203)

- Delete the previously documented FY 2024 National Highway Performance Program (NHPP) funded preliminary engineering (PE) phase (previously proposed at \$822,400 federal and \$205,600 state for a total of \$1,028,000).
- Add a new edit to the FY 2023 NHPP funded PE phase from \$704,000 federal and \$176,000 state for a total of \$880,000 to \$1,526,400 federal and \$381,600 for a total of \$1,908,000.
- Add a new edit by changing the LR 2026-2030 General Federal Aid (2029-2050) funded CST phase from \$68,039,139 federal and \$66,596,939 state for a total of \$134,636,078 to \$17,208,000 federal and \$21,032,000 for a total of \$38,240,000.

AR-ML-200 (GDOT PI 0001758)

- Add a new edit to the amendment by deleting FY 2024 NHPP funded PE phase (previously proposed at \$6,786,000 federal and \$1,696,500 state for a total of \$8,482,500) while also adding a new edit to change the FY 2023 NHPP funded PE phase (previously programmed with \$28,420,400 federal and \$7,105,100 state for a total of \$35,525,500) to \$35,206,400 federal and \$8,801,600 state for a total of \$44,008,000.

AR-ML-200E (GDOT PI 0017135)

- Update the previously documented change to the general federal aid funded long range (2031-2040) consolidated CST phase from \$945,000,000 federal and \$1,155,000,000 state for a total of \$2,100,000,000 to \$907,046,708 federal with \$226,761,677 state for a total of \$1,133,808,385.

- Update the long range (2041-2050) General Federal Aid CST phase from \$947,250,000 federal and \$1,157,750,000 state for a total of \$2,105,000,000 to \$41,159,088 federal and \$10,289,772 state for a total of \$51,448,860.
- Delete the existing long range (2026-2030) General Federal Aid funded SRTA toll hardware (CST-SRTA) phase with \$6,423,062 federal and \$1,605,766 state for a total of \$8,028,828.
- Add a new state HB 170 funded long range (2029-2030) CST phase with a total of \$169,515,139.
- Delete the existing long range (2026-2030) General Federal Aid funded CST phase with \$221,161,195 federal and \$195,290,299 state for a total of \$416,451,494.
- Add a new private finance funded long range (2029-2030) CST phase with a total of \$816,082,106.

AR-ML-210 (GDOT PI 0013917)

- Convert the existing long range (2031-2040) \$54,229,087 TIFIA CST phase to a long range (2031-2040) \$1,619,303,818 Private Finance funded CST phase.
- Delete the long range (2026-2030) General Federal Aid funded CST-SRTA phase (previously proposed at \$15,000,000 federal and \$3,750,000 state for a total of \$18,750,000).
- Add a new NHPP funded FY 2025 PE phase with \$6,800,000 federal and \$1,700,000 state for a total of \$8,500,000.
- Convert the long range (2026-2030) General Federal Aid funded PE phase with \$2,400,000 federal and \$600,000 state for a total of \$3,000,000 to FY 2026 NHPP funded PE phase with \$13,200,000 federal and \$3,300,000 state for a total of \$16,500,000.
- Convert the long range (2026-2030) General Federal Aid funded right-of-way (ROW) acquisition phase with \$12,400,000 federal and \$3,100,000 state for a total of \$15,500,000 to FY 2026 NHPP funded ROW phase with \$32,000,000 federal and \$8,000,000 for a total of \$40,000,000.
- Delete the long range (2026-2030) General Federal Aid funded CST phase (\$97,388,231 federal and \$28,415,221 state for a total of \$125,803,452).
- Add a new NHPP funded long range (2029-2030) PE phase with \$1,600,000 federal and \$400,000 state for a total of \$2,000,000.

AR-ML-240 (GDOT PI 0013914)

- Delete the existing long range (2026-2030) General Federal Aid funded CST-SRTA phase with \$18,600,000 federal and \$4,650,000 state for a total of \$23,250,000.
- Add a new Private Finance funded long range (2041-2050) CST phase with a total of \$812,7036,605.

AR-ML-300 (GDOT PI 0001757)

- Add a CST phase be authorized in FY 2023 funded with Highway Safety Improvement Program funding with \$360,000 federal share and \$40,000 state share for a total phase amount of \$400,000.
- Add a CST phase be authorized in FY 2027 funded with INFRA grant funding with \$8,124,447 federal share for a total phase amount of \$8,124,447.
- Add a CST phase be authorized in FY 2027 funded with Guaranteed Revenue Bond funding with \$13,000,000 bond share for a total phase amount of \$13,000,000.
- Add a CST phase be authorized in FY 2026 funded with Guaranteed Revenue Bond funding with \$14,000,000 bond share for a total phase amount of \$14,000,000.
- Add a CST phase be authorized in FY 2026 funded with INFRA grant funding with \$56,000,000 federal share for a total phase amount of \$56,000,000.
- Add a CST phase be authorized in FY 2026 funded with NHPP funding with \$63,520,765 federal share and \$15,880,191 for a total phase amount of \$79,400,956.
- Add a CST phase be authorized in FY 2028 funded with NHPP funding with \$270,760,936 federal share and \$67,690,234 for a total phase amount of \$338,451,170.
- Add a FY 2027 CST phase funded with \$393,280,769 in Private Finance funding.
- Delete the long range (2041-2050) general federal aid funded CST phase with \$320,760,596 federal and \$579,239,404 state for a total of \$900,000,000.
- Delete the long range (2051+) Design Build Finance (DBF) Repayment – Federal CST phase with \$430,051,378 federal and \$689,948,622 state for a total of \$1,120,000,000.
- Delete the \$324,954 FY 2025 Local Jurisdiction/Municipal-funded CST phase
- Add a FY 2025 CST Private Finance funded phase with \$37,828,590.
- Update the FY 2025 CST phase funded with INFRA Grant funding with \$57,142,800 total to \$32,000,000 total.
- Update the FY 2025 CST phase funded with Guaranteed Revenue Bond funding with \$24,257,200 to \$33,000,000 total.
- Update the FY 2022 CST phase funded with INFRA Grant funding with \$7,020,000 total to \$48,000,000 federal share and \$12,000,000 state share for a total phase amount of \$60,000,000.
- Add a FY 2026 Private Finance funded CST phase with \$228,539,440 total.
- Delete the FY 2023 NHPP funded CST-SRTA phase with \$16,258,677 federal and \$4,064,669 state for a total of \$20,323,346.
- Delete the \$9,949,494 long range (2026-2030) Local Jurisdiction/Municipal-funded CST phase.

- Add a CST phase be authorized in FY 2024 funded with INFRA Grant funding with \$40,000,000 federal share and \$10,000,000 state share for a total phase amount of \$50,000,000.
- Add a CST phase be authorized in FY 2027 funded with NHPP funding with \$180,743,042 federal share and \$18,245,444 state share for a total phase amount of \$198,998,486.
- Update long range (2031-2040) General Federal Aid-funded CST phase with \$432,951,186 federal and \$417,048,814 state for a total of \$850,000,000 to long range (2029-2030) with \$276,941,404 federal share and \$69,235,351 state share for a total phase amount of \$346,176,755.
- Update long range (2026-2030) General Federal Aid-funded CST phase with \$147,643,922 federal and \$131,605,606 state for a total of \$279,249,528 to a Private Finance funded long range (2029-2030) with \$132,157,331 in total funding.

AT-244 (GDOT PI 0013918)

- Shift the previous edit to add a NHPP funded FY 2024 PE phase with \$2,800,000 federal and \$700,000 state for a total of \$3,500,000 to the existing FY 2023 NHPP funded PE phase, resulting in \$7,050,726 federal and \$1,762,681 state for a total of \$8,813,407.
- Delete the General Federal Aid funded long range (2026-2030) CST phase with \$505,615,078 federal with \$126,403,769 state for a total of \$632,018,847.
- Add a new HB 170 funded long range (2029-2030) CST phase with \$399,594,000.
- Add a new edit to the long range (2031-2040) CST phase funded with General Federal Aid funding from \$80,000,000 federal and \$20,000,000 state for a total of \$100,000,000 to \$293,333,333 federal and \$73,333,334 state for a total of \$366,666,667.
- Convert the long range (2026-2030) general federal aid funded CST phase with \$505,615,078 federal and \$126,403,769 state for a total of \$632,018,847 to a long range (2029-2030) HB 170 funded CST phase with \$399,594,000.

DK-382 (GDOT PI 0016054)

- Edit the previously requested change to FY 2023 NHPP funded CST from \$16,418,335 federal and \$4,104,584 local for a total of \$20,522,919 to \$21,070,000 federal and \$5,267,500 state for a total of \$26,337,500.

FN-270 (GDOT PI N/A)

- Address typo on programming list by adding references in project list to existing FY 2022 local jurisdiction/municipality funded PE and FY 2023 local jurisdiction/municipality funded ROW phase (along with the CST phase referenced on the draft change list).

FT-001E (GDOT PI 141890-)

- Add references in project list to the deletion of the FY 2008 Surface Transportation Program funded PE phase and the long range 2026-2030 HB 170 funded CST phase to be deleted (along with the ROW phase already referenced on the draft change list).

WA-038 (GDOT PI 0018363)

- Address typo by removing financial programming details from project list, as this project is outside of the MPO area. Project will continue to be included in the region's travel demand model (as added by this amendment) as it is within the ozone maintenance area.