ATLANTA AERIAL MOBILITY COALITION

An aerial alignment for the Beltline

Presentation to the Corridor Working Group
15 January 2025

TECHNICAL MEMORANDUM 01 ENCLOSED

WHY WE ASKED FOR THIS MEETING

One question, and we have tried to answer only that one.

Can a detachable gondola line be built along the Beltline inside the existing right-of-way, at what cost, and over what period. We commissioned the work on the condition that we would publish the answer whatever it turned out to be.

We have not compared this against any other mode, and we are not asking the group to.

Rendering. The Phase 1 alignment above the Eastside, looking north toward downtown.

PHASE 1 AT A GLANCE

Monroe Drive to Memorial Drive

2.9 mi

Six stations, mean spacing 0.48 miles

13 min

End to end, a cabin every 30 seconds

$86m

Capital cost, 2025 dollars

34 mo

Construction, no sustained trail closure

CORRIDOR CONDITIONS

The ground was graded flat a century ago.

- Ruling grade over Phase 1 is 1.9 per cent. Long spans are inexpensive where the ground beneath them does not move.
- Nineteen towers, each about sixty square feet at grade, spaced 200 to 300 meters apart.
- Maximum tower height 22 meters, at the Freedom Parkway crossing.
- Minimum clearance to the trail surface, 8 meters at the lowest point of any span.

STATIONS

On land that is already public.

All six station sites and all nineteen tower positions fall within land already in public ownership or already controlled by the corridor. Two station structures would attach to buildings that are already standing.

No property acquisition is required for Phase 1.

CAPITAL COST

$86 million, 2025 dollars

ITEM	COST	NOTE
Towers and foundations	**$18.4m**	19 positions
Stations	**$27.1m**	6, two attached to existing buildings
Ropeway system and cabins	**$21.6m**	Supplied and installed
Electrical and controls	**$5.2m**	Including standby drive
Design, survey, permitting	**$6.3m**	
Contingency	**$7.4m**	About 9 per cent
Total	**$86.0m**	

OPERATING COST

Barely moves with ridership.

No drivers, no vehicles held out of service between peaks, no fuel. Estimated annual operating cost is $4.1 million, of which power is $0.6 million.

That figure varies by less than five per cent between a scenario carrying two thousand daily riders and one carrying twenty thousand. It is the strongest characteristic of the mode and the one least reflected in headline comparisons.

WHAT WE ARE ASKING

Three things, none of them a decision.

- That an aerial alignment be added to the alternatives under review, on the same footing as the others.
- Access to corridor survey data for the northern segment, which we have been unable to obtain.
- Sight of the evaluation criteria, so that the next revision answers them rather than guessing.

We are not asking the group to prefer this proposal. We are asking for it to be assessed.

THANK YOU

Everything here is published.

Technical Memorandum 01 is enclosed with this presentation. The alignment, the costings, and every letter we have sent about them are available at overlineatl.org, including the parts that have changed and the ones nobody answered.

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