



Atlanta
BeltLine



// Atlanta Streetcar System Plan

*Citywide Conversation
April 23, 2015*



A Supplement to the Connect Atlanta Plan and the ABI Strategic Implementation Plan (SIP)

- Multi-year effort that began in 2011 to strategically plan for the expansion and implementation of transit throughout the City of Atlanta
- Includes all streetcar lines in the *Connect Atlanta Plan* including the Atlanta BeltLine
- Project evaluation based on Equity, Readiness, Value Capture, Finance, Ridership
- Significant stakeholder and public input garnered to date
- Integrates the unified Atlanta Streetcar system into the Atlanta BeltLine

// Study Funding Partners



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INVESTATLANTA
Atlanta's Development Authority



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Ongoing Process (2011 – Present)

- Stakeholder Advisory Committee
- Technical Advisory Committee
- Citywide Conversations
- Study Group Meetings
- Online Surveys
- Crosstown Connections Meetings
- City of Atlanta Public Hearings



// Approval of the Plan



- Recognizes that the Streetcar System Plan is a key supplement to the Connect Atlanta Plan
- Supports City population and employment growth objectives
- Provides policy framework for expansion of Atlanta Streetcar throughout the City of Atlanta
- Required to pursue Federal funding

// Purpose of Plan Refinement



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- Integrate modern streetcar with MARTA and regional transit system
- Focus streetcars vision on corridors connecting neighborhoods with key destinations and activity centers
- Address need for greater connectivity of the Atlanta Streetcar and Atlanta BeltLine
- Develop an operating strategy of integrated crosstown routes for buildout of the streetcar system
- Establish criteria for advancing streetcar corridors
- Identify a priority streetcar system with transit connections



// Defining a Transit Corridor



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- General travel corridor where transit is identified as the transportation improvement
- Transportation solution that meets the goals, objectives and future needs of that corridor
- Not focused on a specific alignment, but a general area along the travel corridor (within $\frac{1}{4}$ mile or 2-3 city blocks)



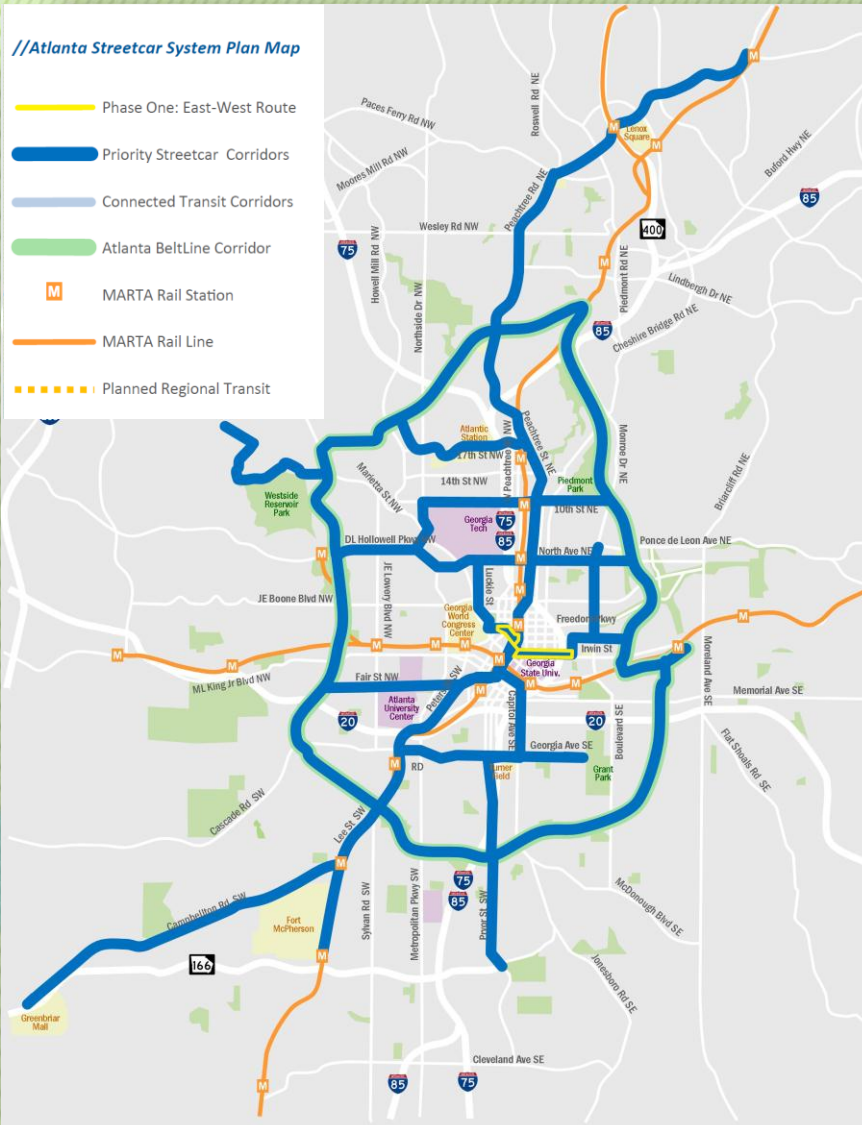
// Preliminary System Plan



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- 63-mile streetcar system
- Streetcar network from Connect Atlanta Plan
- Evaluation framework based on 5 guiding principles:
 - Project readiness
 - Practicality/ridership
 - Equity
 - Financial options
 - Development impact
- Screening process used to prioritize projects into phases
- More emphasis on streetcar segments than corridors

// Refined System Plan



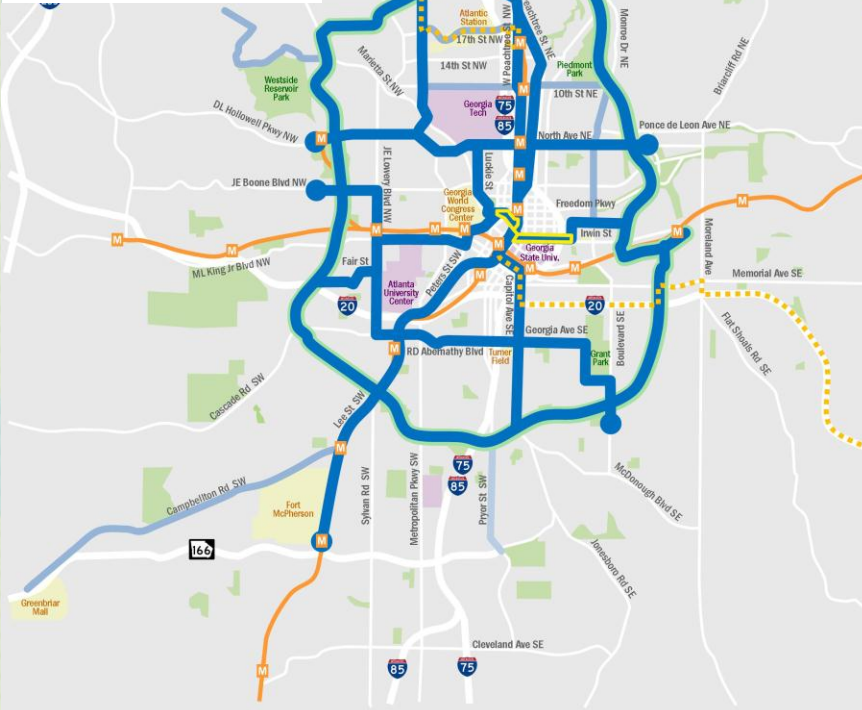
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//Atlanta Streetcar System Plan Map

- Phase One: East-West Route
- Priority Streetcar Corridors
- Connected Transit Corridors
- Atlanta BeltLine Corridor
- MARTA Rail Station
- MARTA Rail Line
- Planned Regional Transit



- Priority Streetcar Network
 - 50 miles of streetcar routes
 - Establishes criteria for advancing corridors
- Connected Transit Network
 - 18 miles of new/enhanced transit service interfacing with streetcar system
 - Includes circulators and shuttle service
 - Provides direct access to the streetcar system
- More emphasis on streetcar corridors and operable routes
- Compliments existing and planned transit service



- Utilizes the 5 guiding principles, developed early in the SSP process:
 - **Project Readiness**
 - *Direct connection to current streetcar routes in operation*
 - *Continued advancement through project development phases*
 - **Practicality/Ridership**
 - *Demonstrates high ridership potential*
 - *Supports cost-effective project delivery and operation*
 - **Equity**
 - *Serves transit-dependent and choice riders*
 - *Connects residents to major employment and activity centers*
 - **Financial Leverage**
 - *Competitive in Federal funding process and attracts local investment*
 - *Identified/committed funding sources to build, operate and maintain*
 - **Development Impact**
 - *Supports established communities and districts*
 - *Encourages investment in under-utilized and vacant properties*

// Conceptual Operating Plan



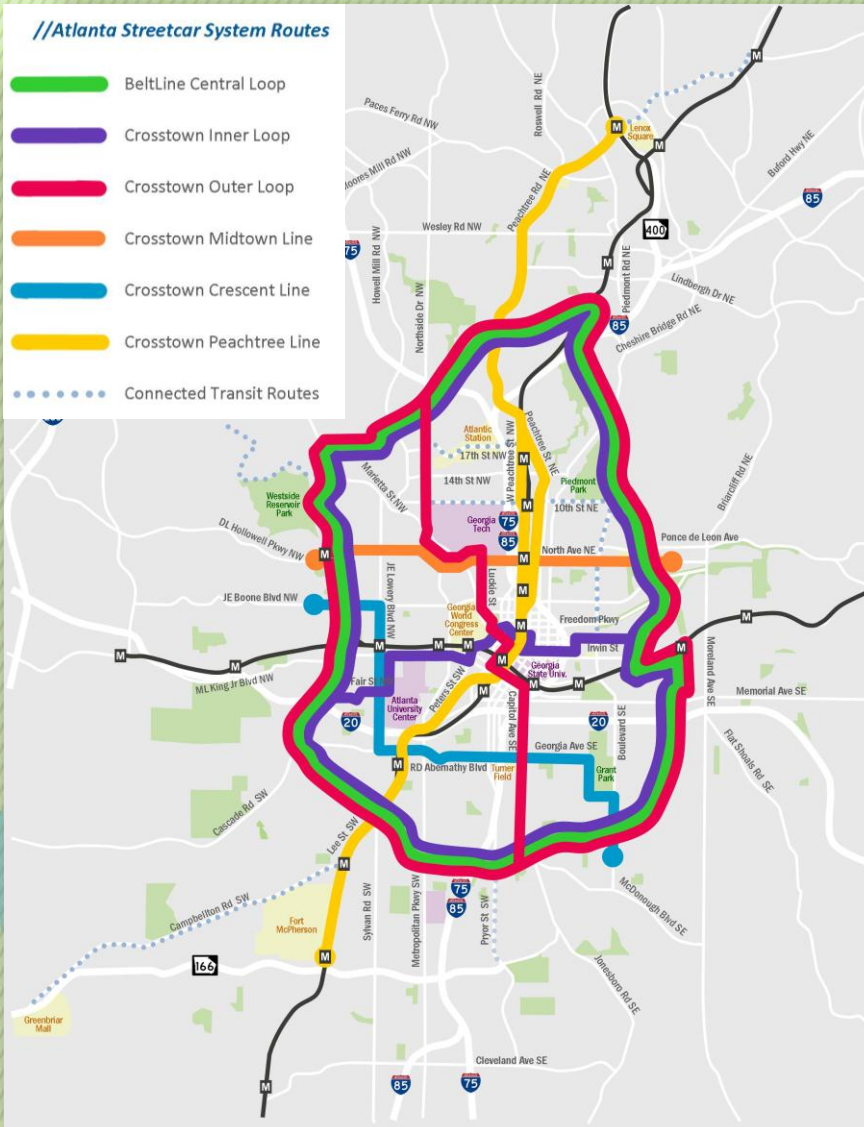
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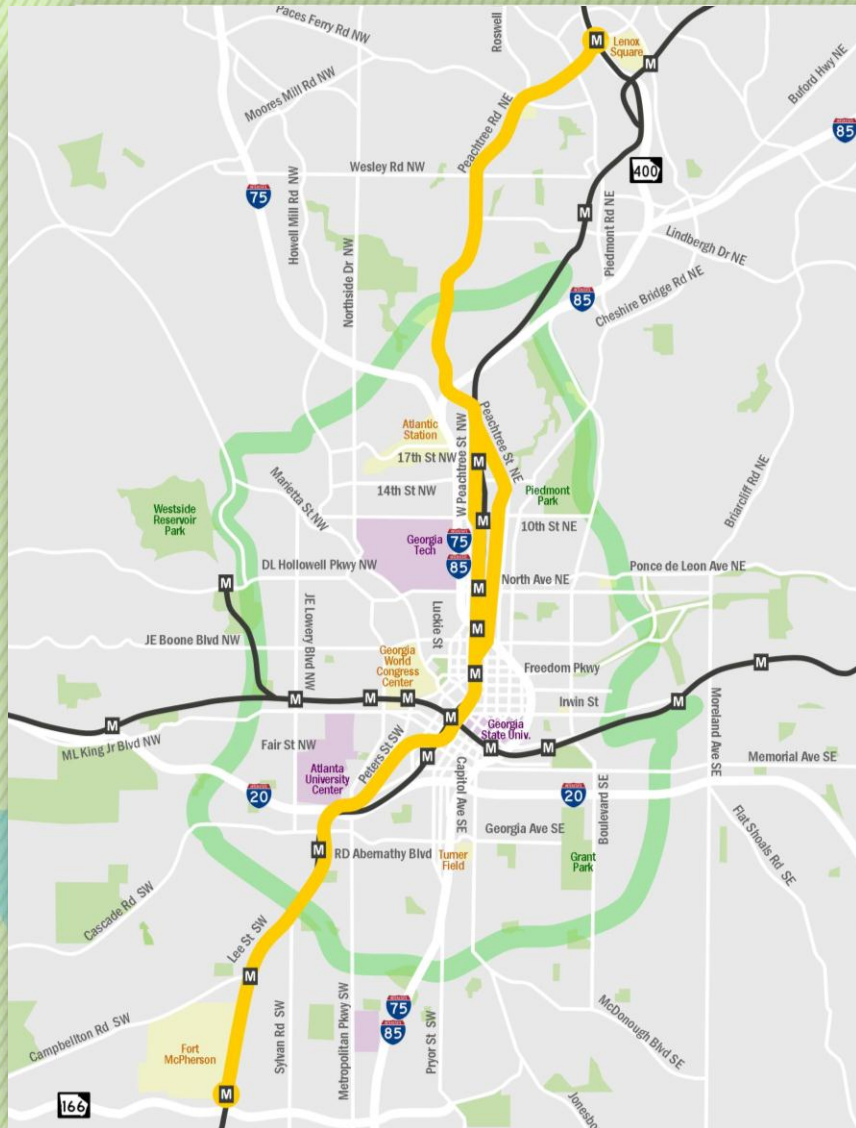
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//Atlanta Streetcar System Routes

- BeltLine Central Loop
- Crosstown Inner Loop
- Crosstown Outer Loop
- Crosstown Midtown Line
- Crosstown Crescent Line
- Crosstown Peachtree Line
- Connected Transit Routes

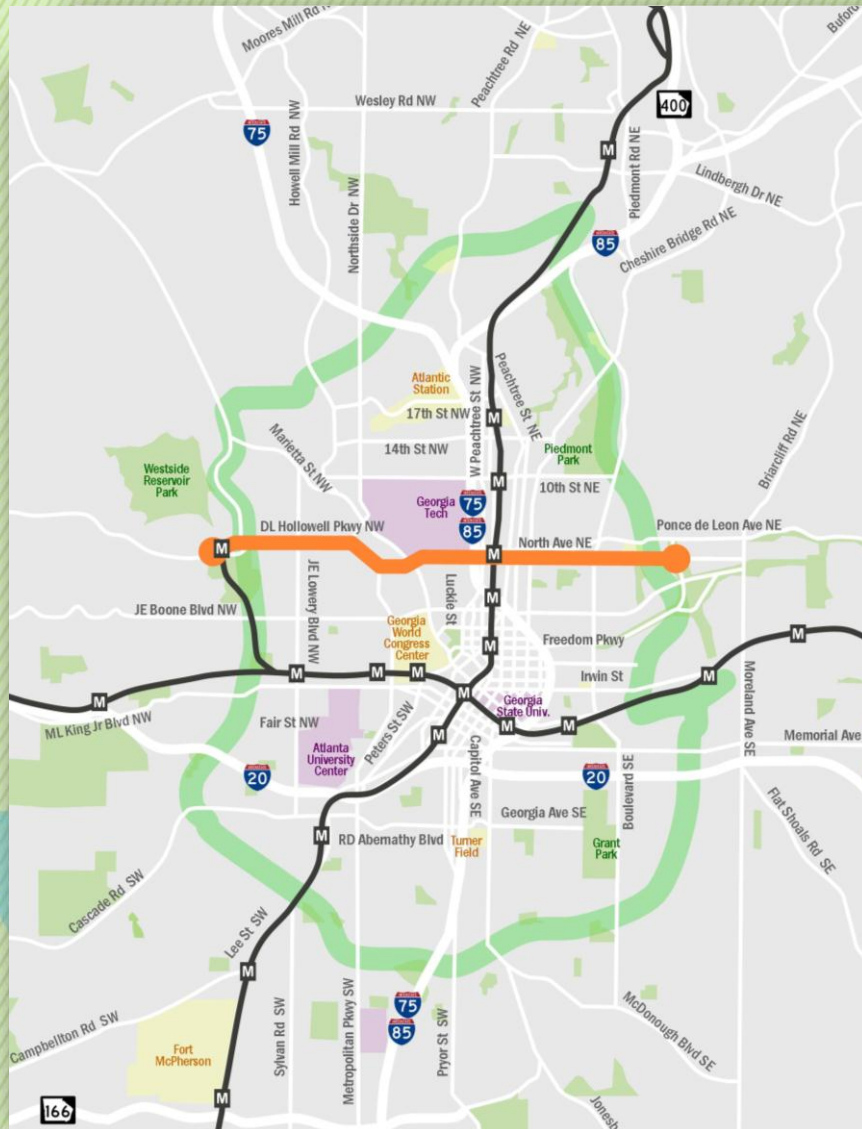


- Integrates multiple crosstown streetcar routes with service along the Atlanta BeltLine corridor
- Connects communities, key destinations and employment centers
- Promotes more one-seat rides and seamless connections to MARTA
 - Serves existing riders and attract new transit ridership
 - Supports efficient and cost-effective operations



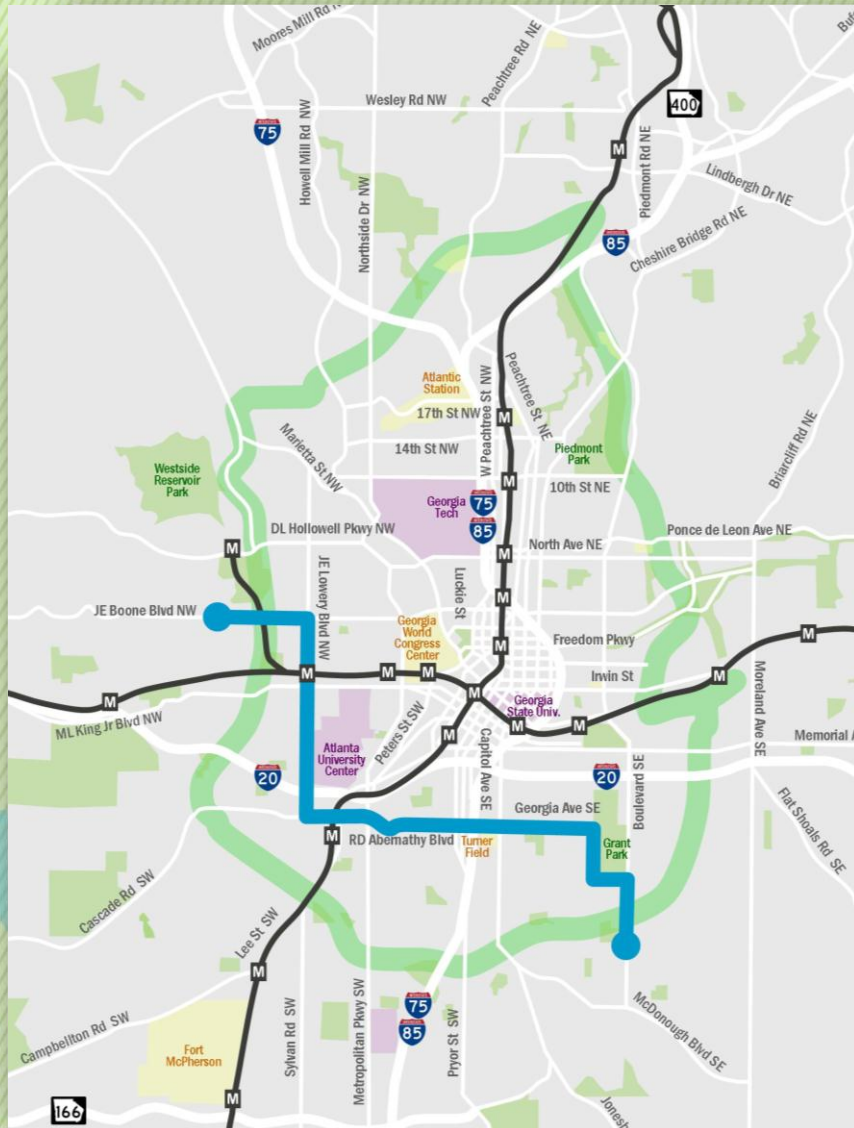
Crosstown Peachtree Line (Fort McPherson to Buckhead)

- Peachtree St/West Peachtree St/
Peters St/Lee St corridor
- Bi-directional on-street operation
- Serves key destinations:
 - Fort McPherson
 - Downtown
 - Midtown
 - Fox Theatre
 - Woodruff Arts Center
 - Piedmont Hospital
 - Buckhead



Crosstown Midtown Line (West BeltLine to East BeltLine)

- DL Hollowell Pkwy/
North Ave corridor
- Bi-directional on-street operation
- Serves key destinations:
 - Bankhead MARTA Station
 - Georgia Tech
 - North Avenue MARTA Station
 - Midtown
 - Historic Fourth Ward Park
 - Ponce City Market



Crosstown Crescent Line (West BeltLine to SE BeltLine)

- Joseph E Lowery Blvd/
Ralph D Abernathy Blvd/
Georgia Ave corridor
- Bi-directional on-street operation
- Serves key destinations:
 - Ashby MARTA Station
 - Atlanta University Center
 - West End MARTA Station
 - Turner Field
 - Grant Park
 - Boulevard Crossings Park

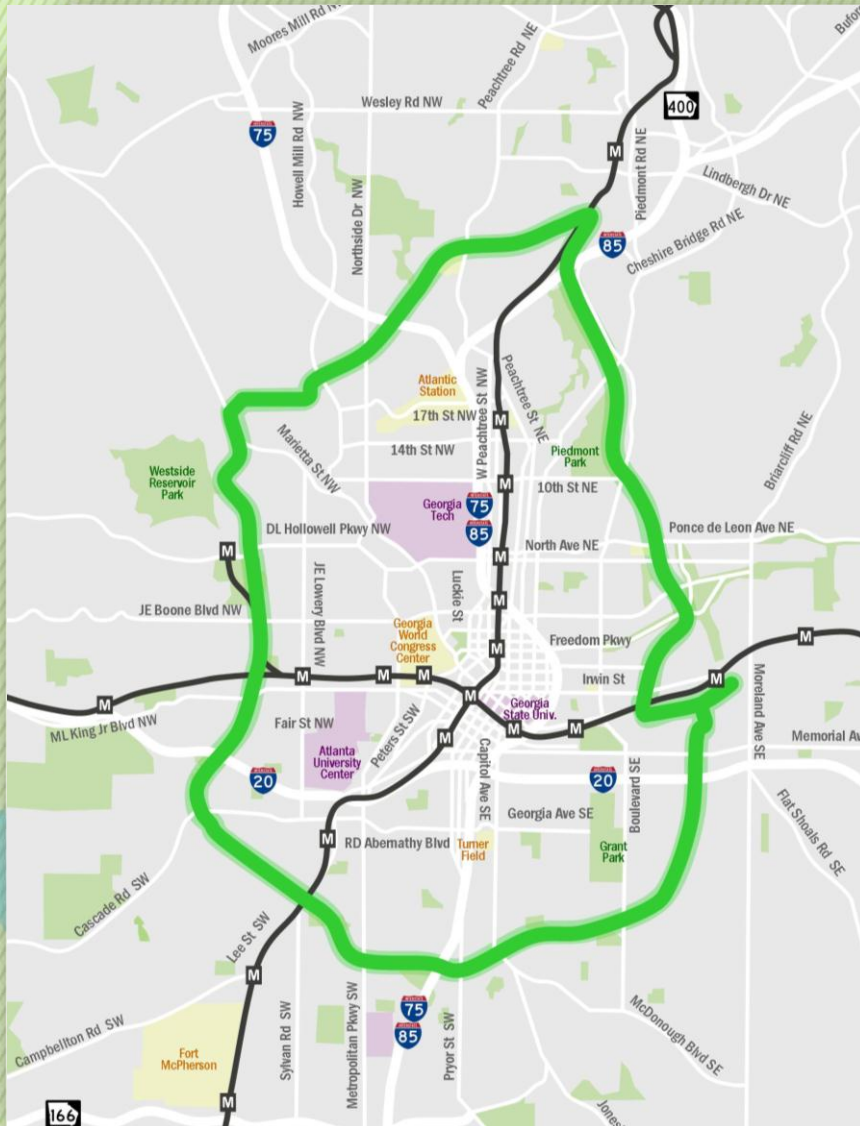
// Conceptual Operating Plan



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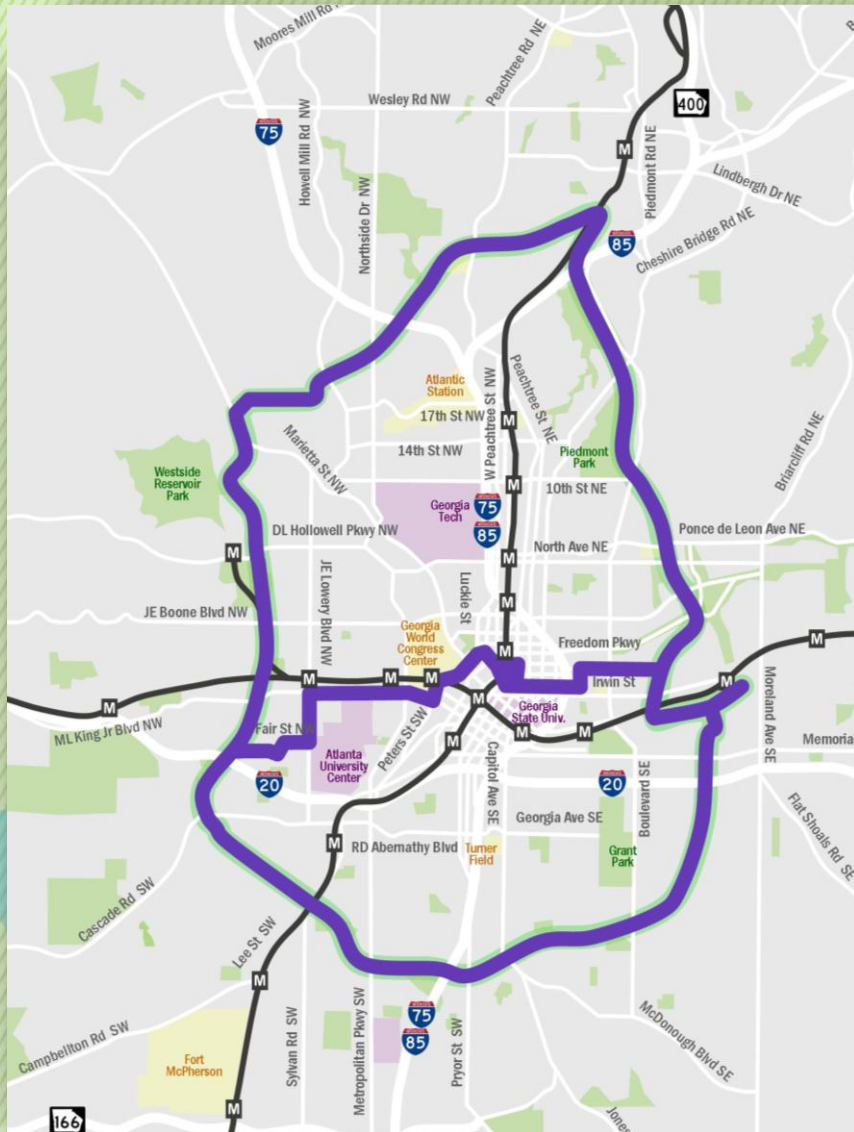


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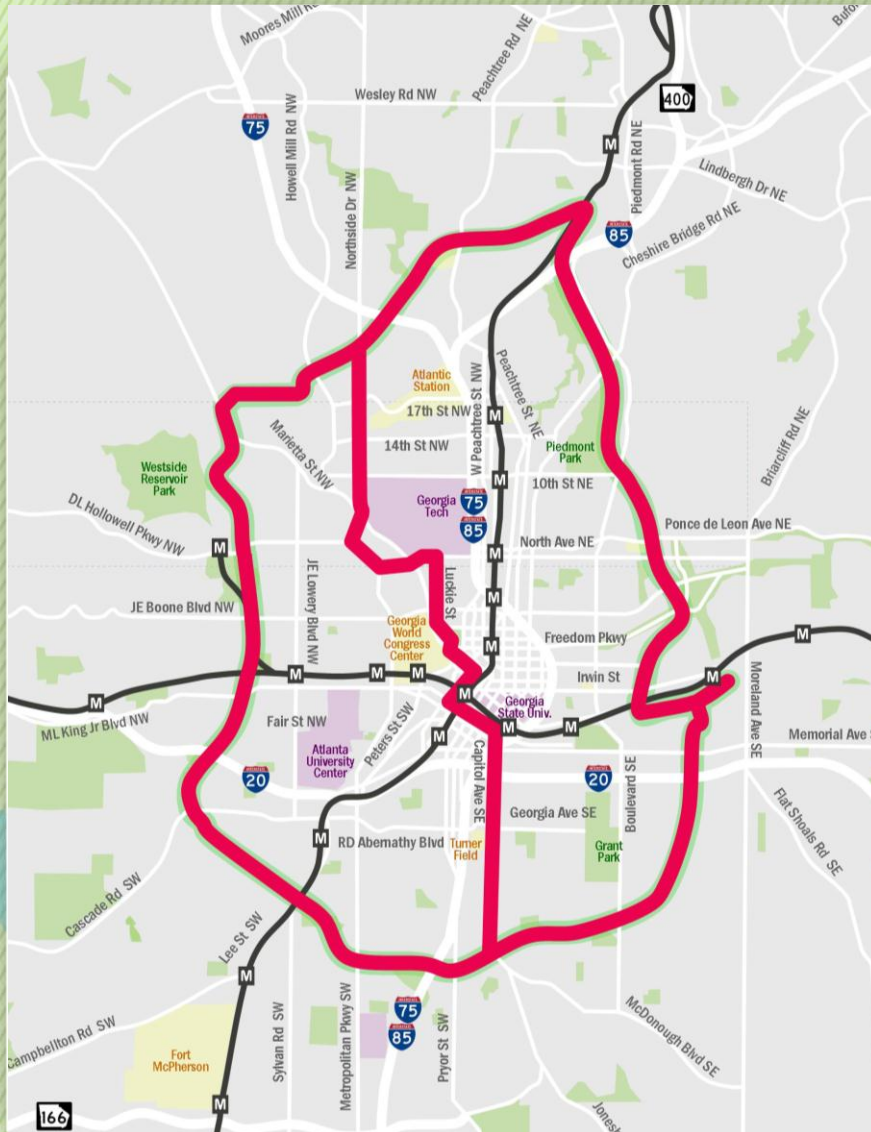
BeltLine Central Loop (Atlanta BeltLine)

- Atlanta BeltLine corridor
- Bi-directional loop operation
- Serves key destinations:
 - Westside Reservoir Park
 - Piedmont Hospital
 - Piedmont Park
 - Historic Fourth Ward Park
 - Boulevard Crossing Park
 - Murphy Crossing
 - Enota Park
 - Maddox Park



Crosstown Inner Loop (West BeltLine to East BeltLine)

- Fair St/MLK Jr Dr/Luckie St/
Auburn Ave/Edgewood Ave/
Irwin St/Atlanta BeltLine corridor
- Bi-directional on-street/one-way
loop operation
- Serves key destinations:
 - Atlanta University Center
 - Centennial Olympic Park
 - Downtown
 - Georgia State University
 - King Center
 - Atlanta BeltLine Parks & Trails



Crosstown Outer Loop (NW BeltLine to SE BeltLine)

- Northside Dr./Luckie St/Capitol Ave/Hank Aaron Dr/Atlanta BeltLine corridor
- Bi-directional on-street\one-way loop operation
- Serves key destinations:
 - Georgia Tech
 - Centennial Olympic Park
 - Downtown
 - Georgia State University
 - Turner Field
 - Atlanta BeltLine Parks & Trails

// Plan Refinement Process



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- Stakeholder Outreach
- Citywide Conversations
- Technical Refinements
- Connect Atlanta Coordination
- City Council Approval





- Conduct on-going system plan updates every 4 to 5 years to incorporate:
 - Implementation of streetcar projects and other programmed improvements
 - Changes in population, employment and land uses
 - New developments, key employment/activity centers and planning initiatives
 - Potential transit funding opportunities



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// Thank You

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