



Atlanta
BeltLine



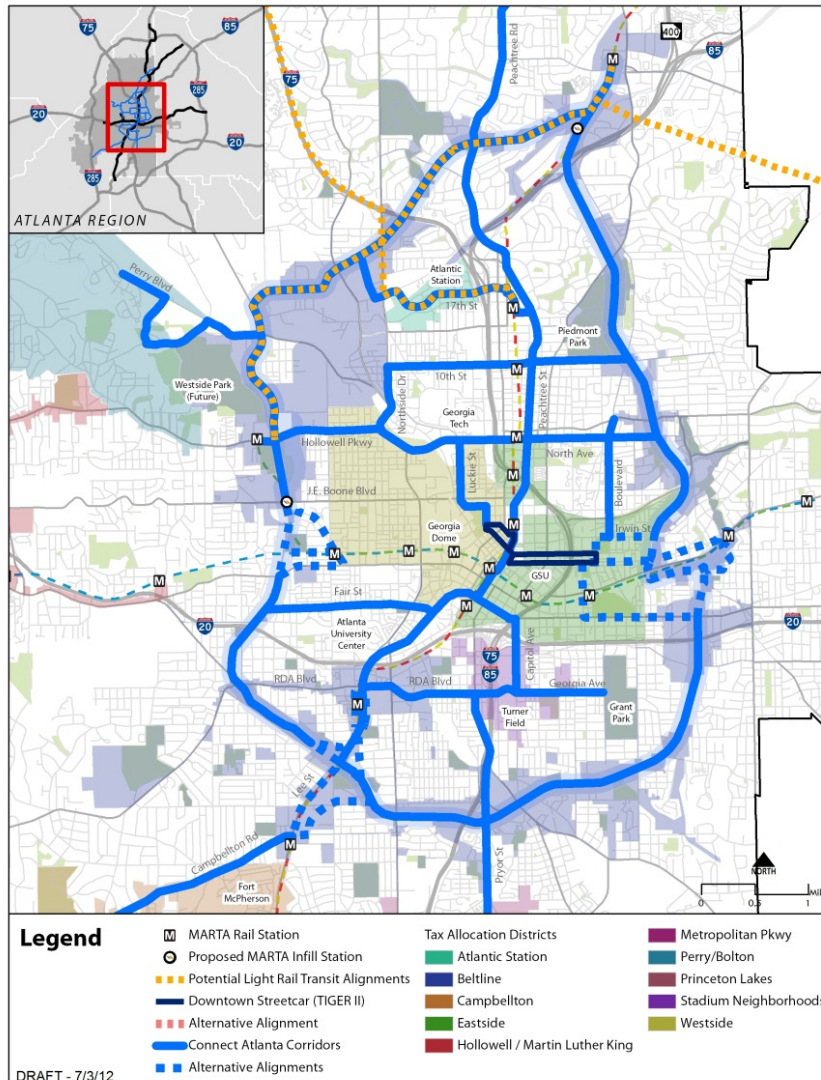
ATLANTA STREETCAR

Atlanta BeltLine/ Atlanta Streetcar System Plan

Citywide Briefing//February 25, 2014



- Welcome
- Transit Vision
- Citywide Coordination
- Presentation: Streetcar System Plan
- Q & A
- Next Steps



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

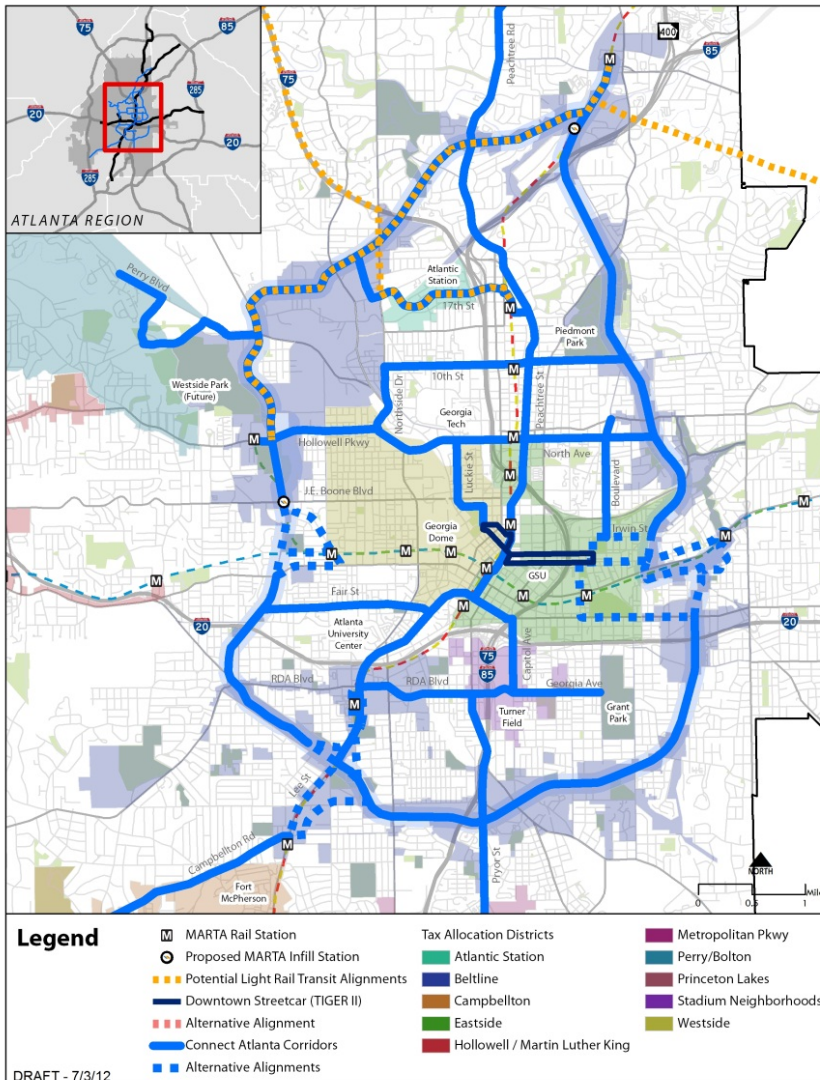
Phasing of transit in SIP based on this strategy

Includes all streetcar lines in the Connect Atlanta Plan including Atlanta BeltLine

Project evaluation based on Equity, Readiness, Value Capture, Finance, Ridership

Significant stakeholder and public input garnered to date

Integrates Atlanta Streetcar lines and Atlanta BeltLine into a unified system



Project Partners

- City of Atlanta
- Invest Atlanta
- Atlanta BeltLine, Inc.

Atlanta BeltLine/Atlanta Streetcar System Plan

Purpose of City Council Adoption



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City Council Adoption:

Recognizes that SSP is key supplement to **the Connect Atlanta Plan**

Supports City population and employment growth objectives

Adoption provides policy **framework for expansion** of Atlanta Streetcar to and along the Atlanta BeltLine corridor

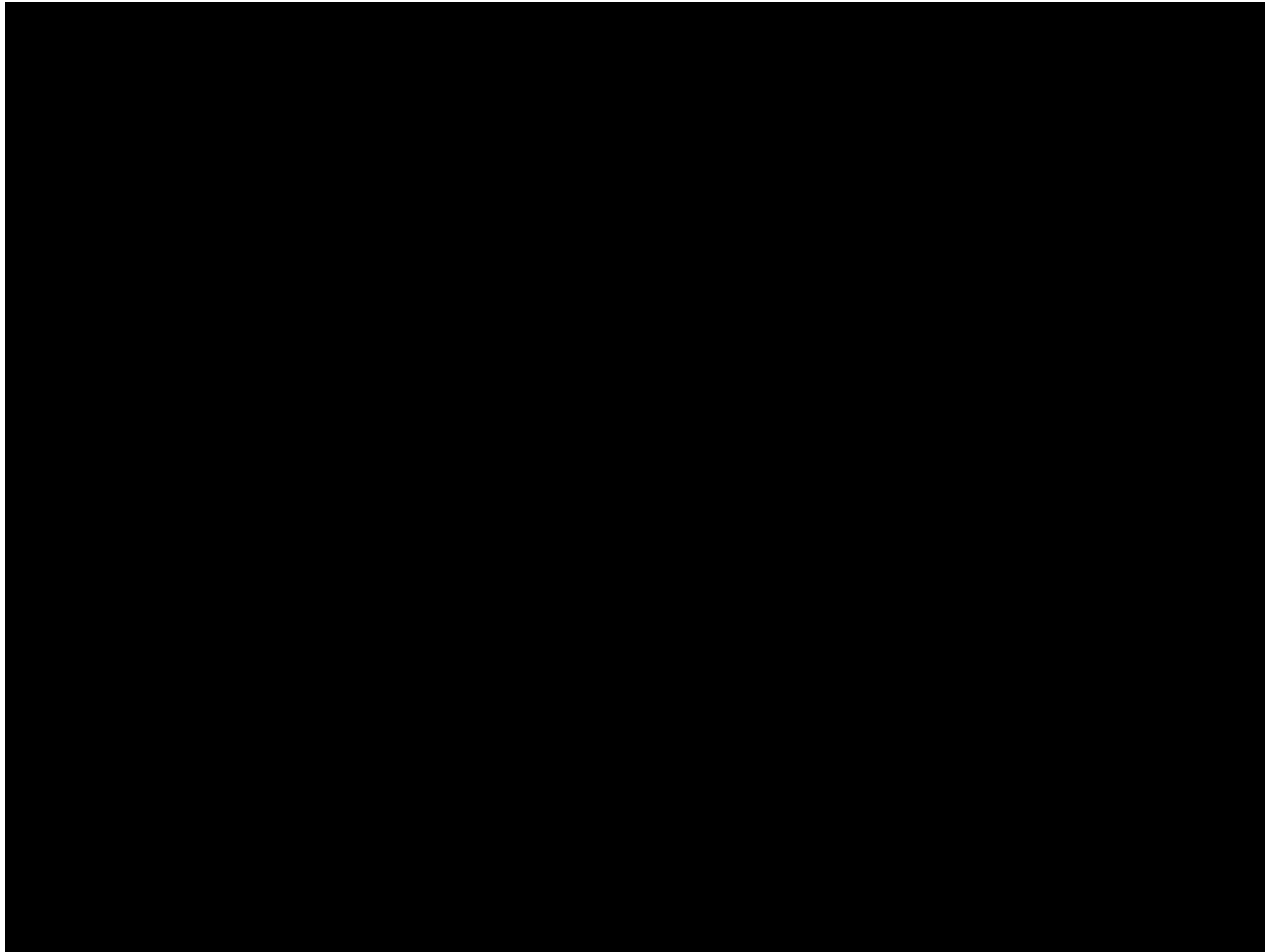


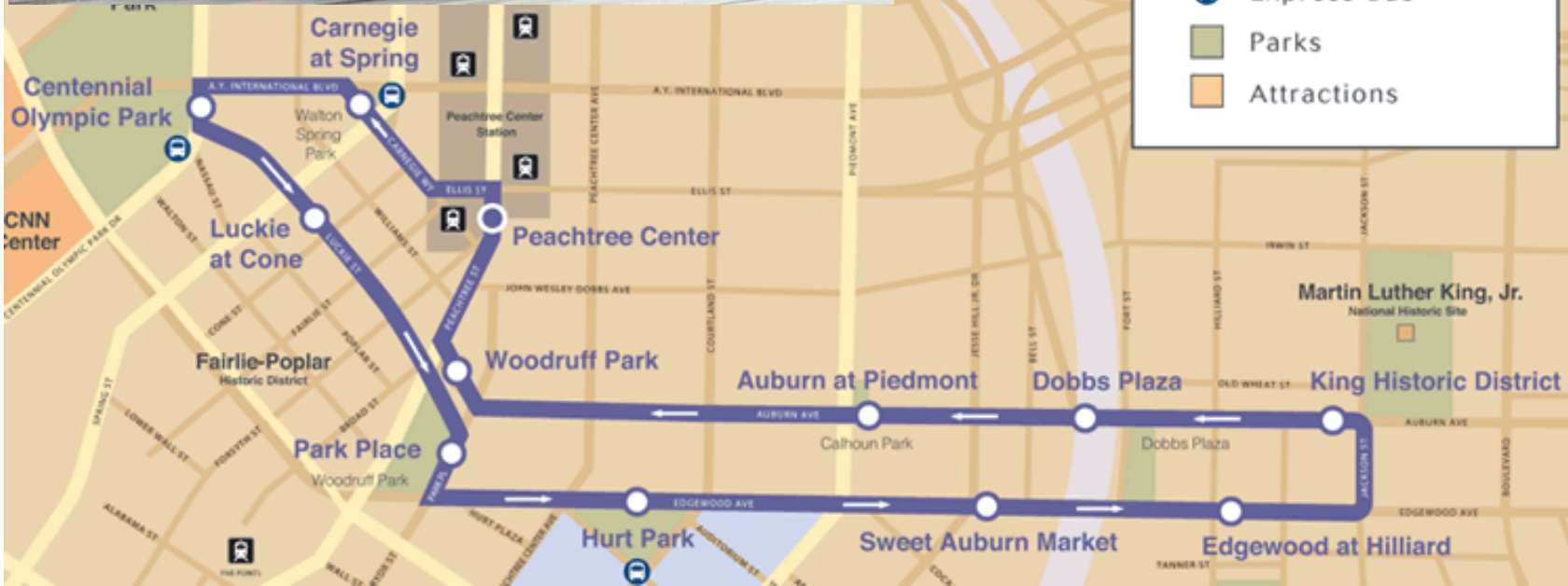
- 1. Streetcars In Urban Areas**
- 2. Background and Community Engagement**
- 3. Corridor Refinement Process**
- 4. Q & A**
- 5. Next Steps**

Atlanta BeltLine/Atlanta Streetcar System Plan
How Do Streetcars Function on Urban Streets?



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Atlanta BeltLine/Atlanta Streetcar System Plan

How Do Streetcars Function on the Atlanta BeltLine?



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- Atlanta Streetcar will run both directions alongside the multi-purpose trail
- Will include stations, ticket vending machines, crossings, and frequent service
- Atlanta BeltLine/Atlanta Streetcar System is unique

Atlanta BeltLine/Atlanta Streetcar System Plan

Streetcars and Urban Development



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Transit investments and adjacent redevelopment can create more walkable and vibrant neighborhoods

Helps City achieve employment and residential growth objectives





1. **Streetcars In Urban Areas**
2. **Background and Community Engagement**
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Atlanta BeltLine/Atlanta Streetcar System Plan

Background



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The BeltLine

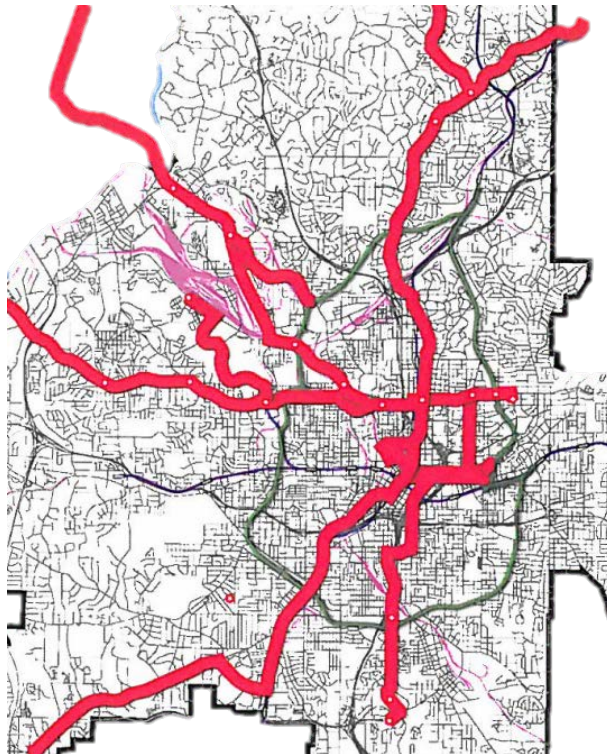
Ryan Gravel/CM Cathy Woolard (2003/04)

Concept 3

Adopted – Atlanta Regional Commission (2008)

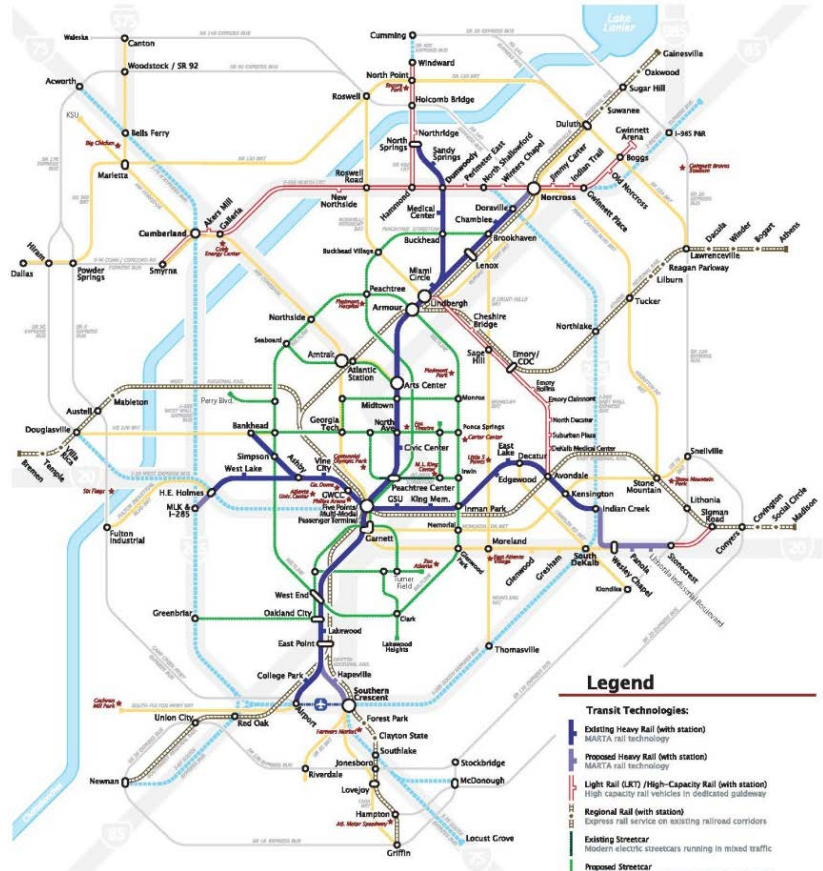
Connect Atlanta Plan

Adopted – Atlanta City Council (2008)



Concept 3

The Atlanta Region's Long-Range Transit Vision



Legend

Transit Technologies:

- Existing Heavy Rail (with station)
MARTA rail technology
- Proposed Heavy Rail (with station)
MARTA rail technology
- Light Rail (LRT) / High-Capacity Rail (with station)
High capacity rail vehicles in dedicated guideway
- Regional Rail (with station)
Express rail service on existing railroad corridors
- Existing Streetcar
Modern electric trolleys running in mixed traffic
- Proposed Streetcar
Modern electric trolleys running in mixed traffic
- Arterial Bus Rapid Transit (BRT)
Enhanced bus service on major arterial roadways
- Expressway Bus
Express buses running in managed lanes on highways
- Arterial Express Bus
Cross-regional express bus service on major arterials
- Transfer Station

ARC
ATLANTA REGIONAL COMMISSION

<http://www.atlantaregional.com/transit>

Network depicted as modeled by the
Atlanta Regional Commission, November 2012
Map is not to scale

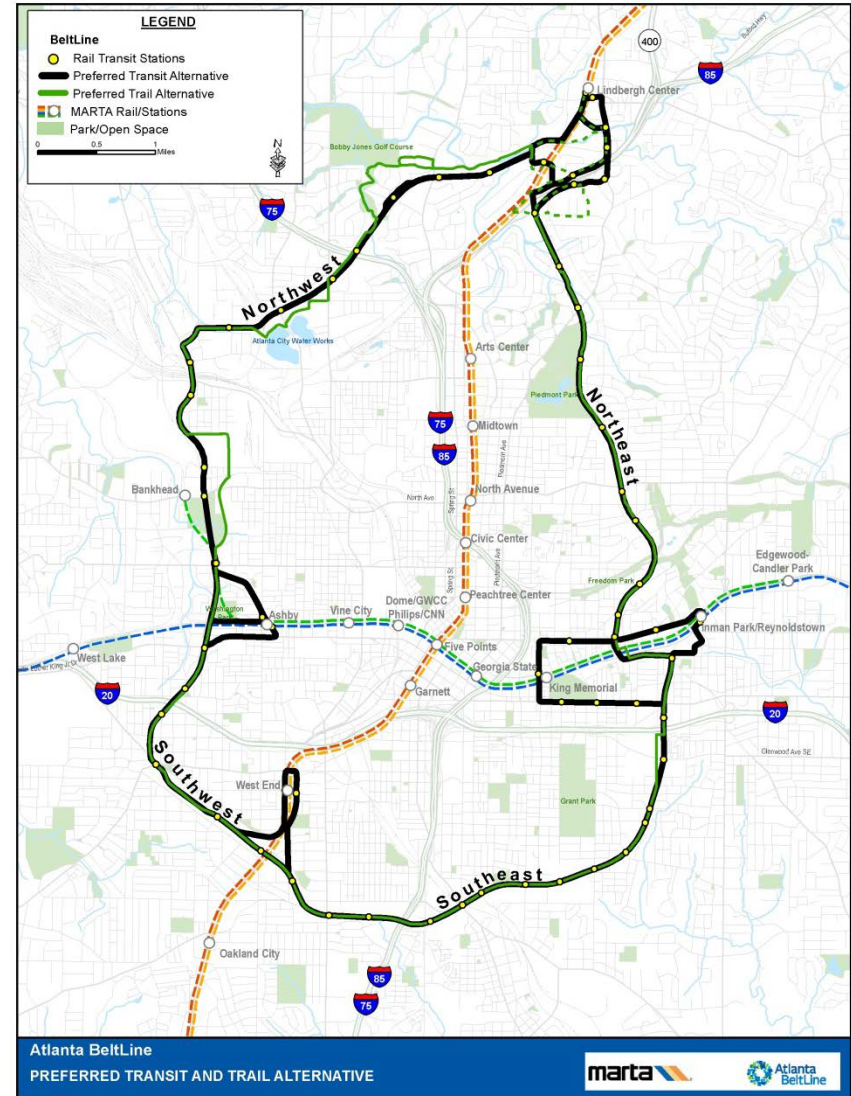


Tier 1 Atlanta BeltLine Corridor Environmental Impact Statement Study

- 2008 - 12

Decisions

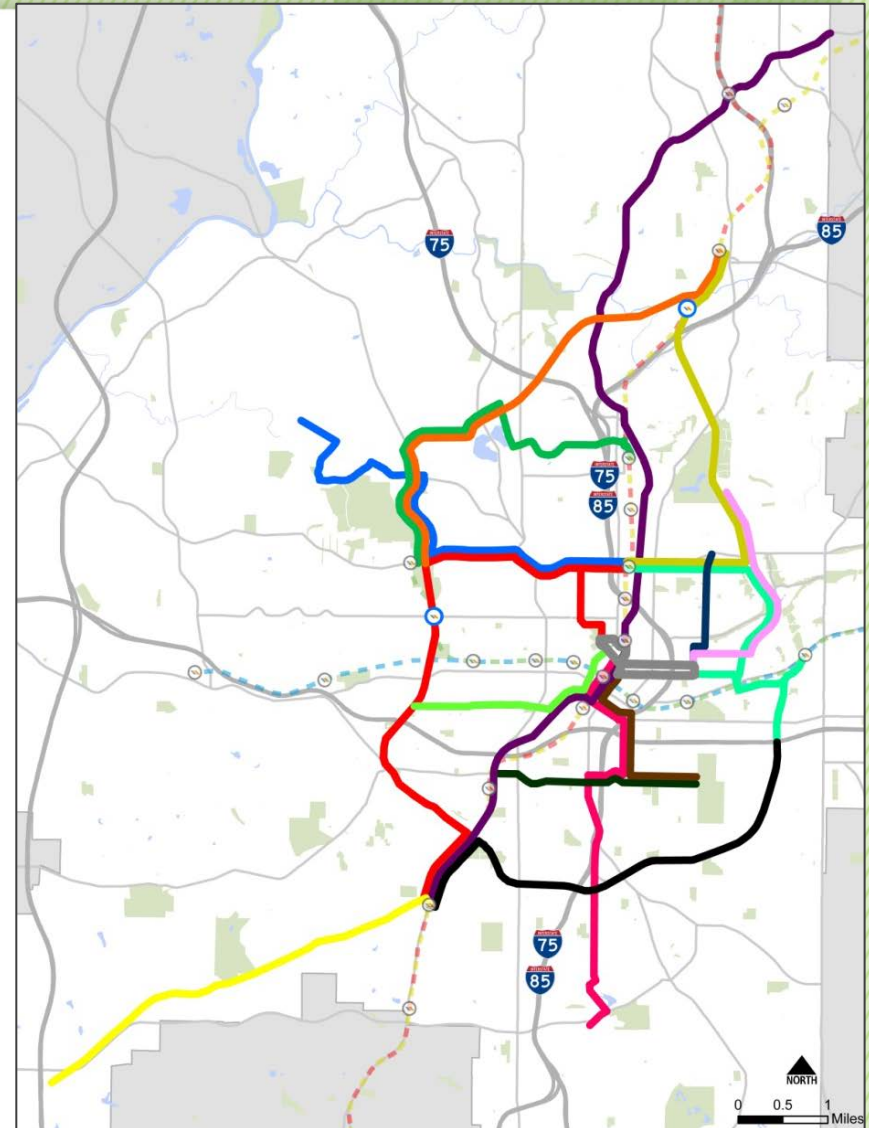
- General alignment/route
- Technology: Streetcar
- FTA Record of Decision 8/13





Continuous community engagement

- Citywide Conversation, 2/17/11
- Study Groups, 3/7-28/11
- Peak Democracy Online Survey, 3/2011
- SAC/TAC Meeting, 4/15/11
- SAC/TAC Meeting, 6/15/11
- Citywide Conversation, 6/30/11
- SAC/TAC Meeting, 9/23/11
- Citywide Conversation, 12/1/11
- 30 TIA Presentations 3/12 through 7/12
- NE Study Group, 2/9/12
- Westside Study Group, 2/28/12
- Crosstown Connections Evaluation Meetings, 14 meetings from 11/30/11-12/13/13
- **Citywide Briefing, 2/25/14**
- *City of Atlanta CDHR Public Hearing 3/10/14*
- *CDHR Committee Meeting 3/11/14*
- *Transportation Committee Meeting 3/12/14*
- *City Council Meeting 3/17/14*





- General public support for streetcar corridors that **connect to job centers and serve the Atlanta BeltLine corridor**
- General public support for the following streetcar routes:
 - Crosstown routes
 - Routes serving neighborhoods and key destinations
- General public support for using the streetcar system to:
 - Serve existing riders and increase transit ridership
 - Address equity issues concerning the location and accessibility of jobs, economic development and rail transit services



A view along North Avenue from Ponce City Market and Historic Forth Ward Park to Downtown and Midtown



General public support for the following connections:

- Downtown and Midtown
- Universities
- Current Downtown Streetcar Project
- Grant Park/Zoo Atlanta
- Northwest Corridor to Cobb County
- Clifton Corridor
- I-20 East Corridor to DeKalb County
- Atlantic Station
- Piedmont Park
- MARTA Stations
- Connections to where there are gaps in the current MARTA rail network



A streetcar passing through the Portland State University Campus



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EVALUATE

Evaluate concept corridors based on 5 guiding principles:

Project Readiness

- Consistency with Connect Atlanta goals based on project ranking tiers
- Capital cost per route mile

Practicality / Ridership

- Employment served
- Population served
- Projected ridership

Equity

- Serves transit dependant population
- Average current transit travel time from corridor to major employment centers

Financial Leverage

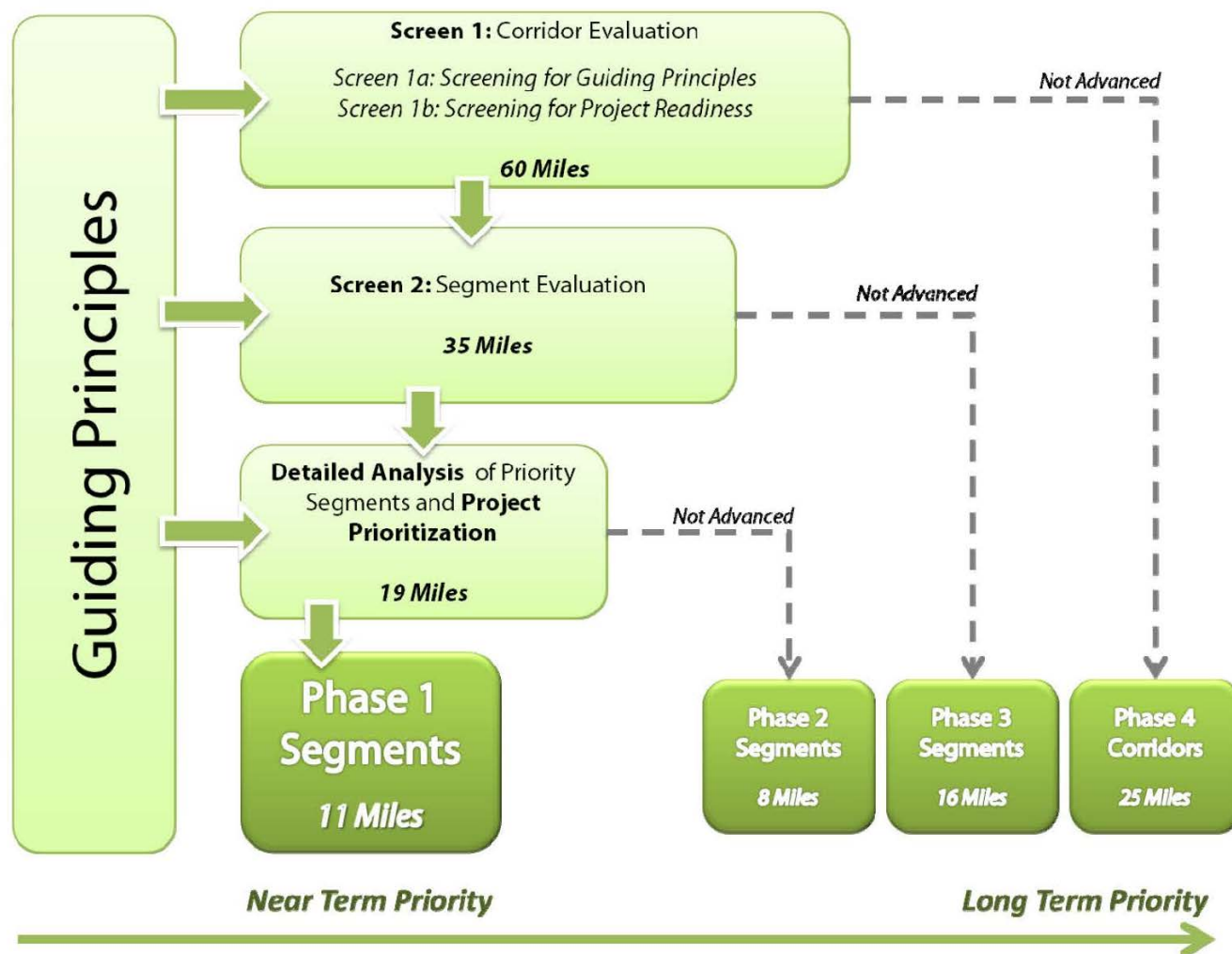
- Federal funding opportunities based on cost per rider
- Potential capital and operations partners (universities, major businesses, CIDs, replacing existing bus or shuttle service)

Development Impact

- Percent of alignment in economic development area
- Redevelopment potential based on parcel utilization



Evaluation Process

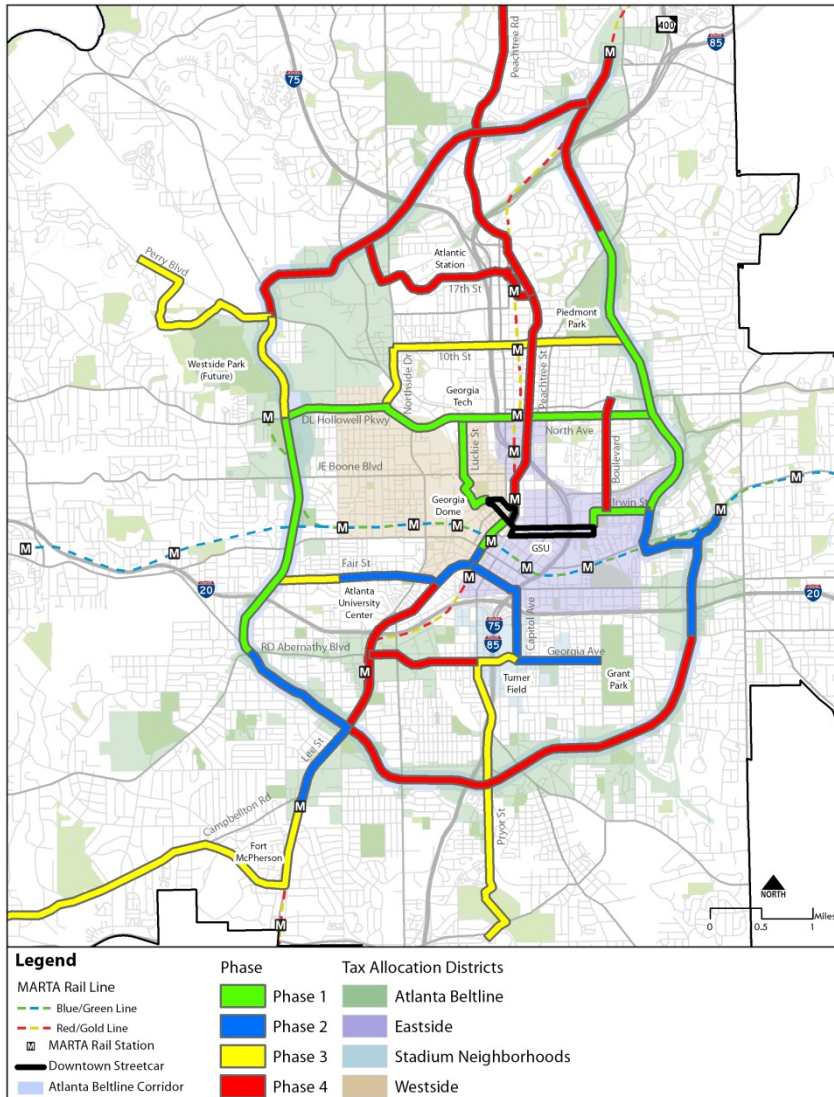


Atlanta BeltLine/Atlanta Streetcar System Plan

Phasing



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63-mile system divided into 4 phases

Downtown Streetcar:

2.7 miles

Phase 1: 11.3 miles/\$661M

Phase 2: 7.9 miles/\$497M

Phase 3: 15.6 miles/\$990M

Phase 4: 25.1 miles/\$1.5B

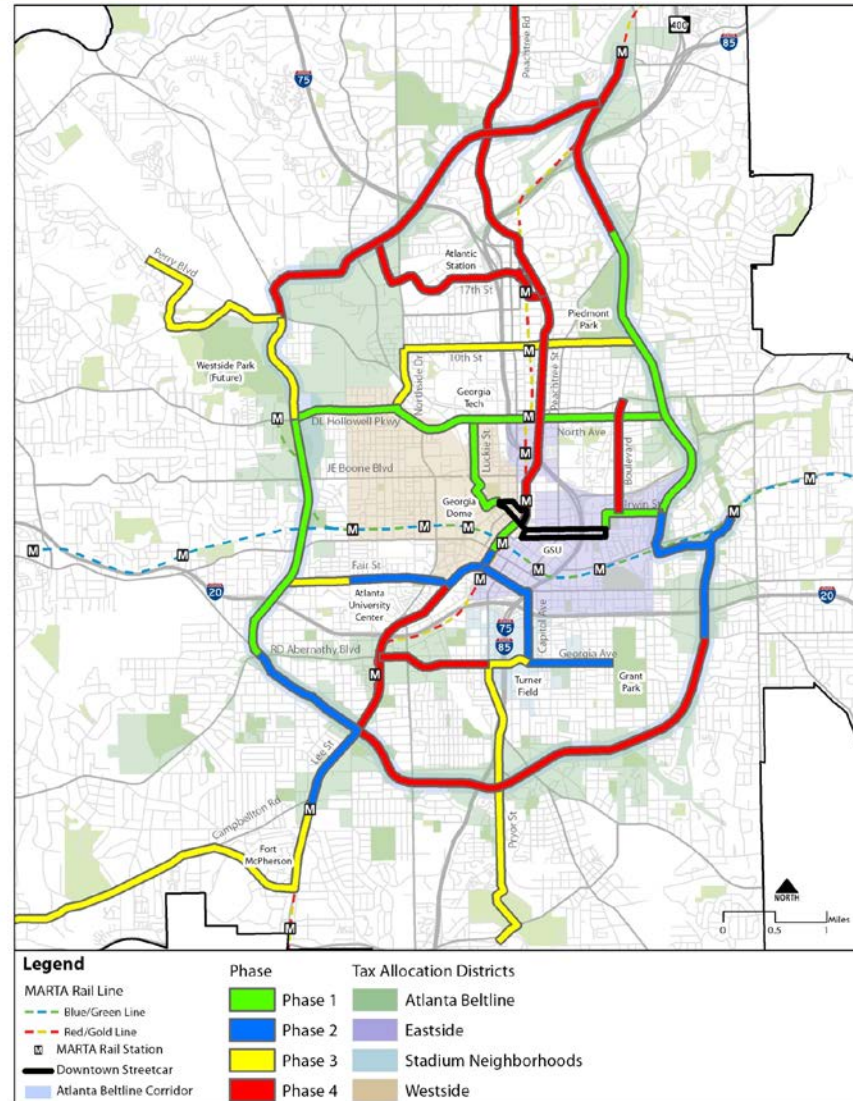
- Phase 1 streetcar ridership estimated at over 14K daily riders
- Full buildout of Atlanta BeltLine and Atlanta Streetcar estimated (in 2012) to add \$6.5B in development over 20 years
- Project phasing can change based on transit funding opportunities



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Questions?





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City of Atlanta Review, Approval and Adoption Process for supplement to the *Connect Atlanta Plan*

- Public Hearing March 10
- CDHR Committee Meeting March 11
- Transportation Committee March 12
- City Council Meeting March 17

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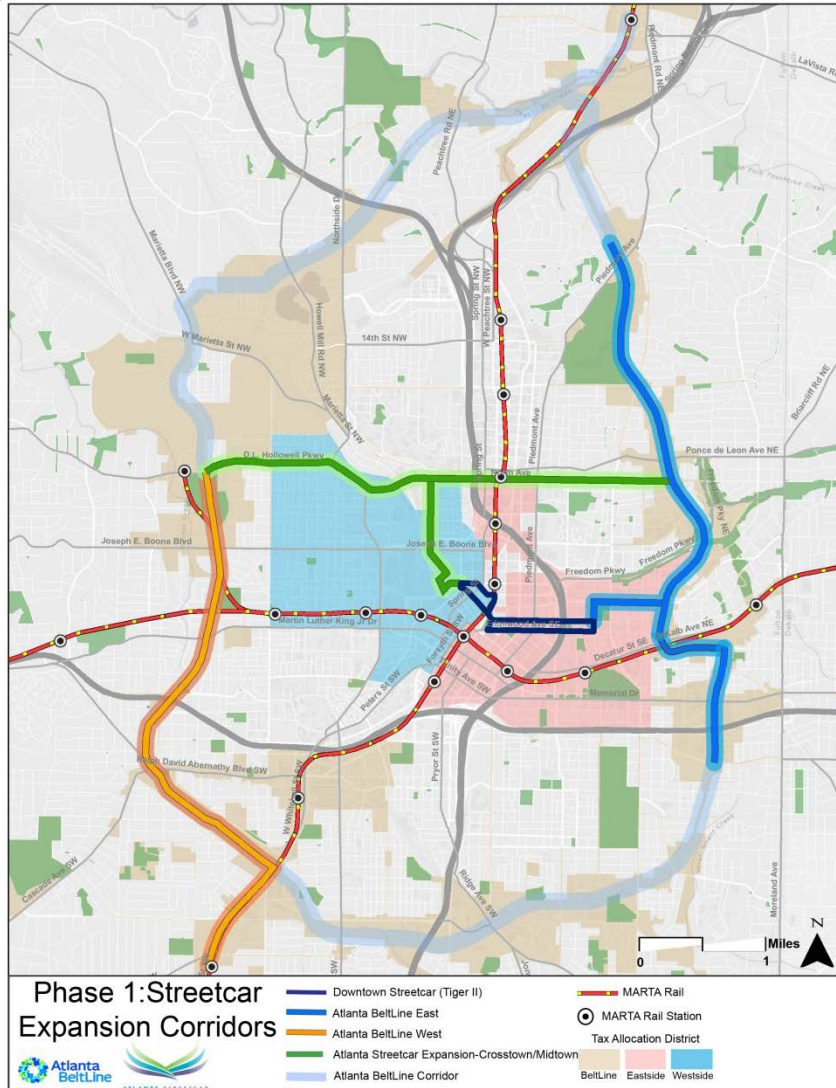
Phase 1 and 2 Priorities



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Tier 2 Environmental Documentation

- ABI, Invest Atlanta and City taking next steps with FTA to apply for federal funding

Community Engagement

- Study Groups April/May
- Formation of Downtown/Midtown Streetcar Study Group