



Atlanta BeltLine Transit Implementation Strategy

Citywide Conversation



Rendering of the Atlanta BeltLine Corridor at Ponce De Leon Avenue

June 30, 2011



Transit Implementation Strategy Citywide Conversation June 30, 2011



Agenda:

- 1. Welcome**
- 2. Update on the Transportation Investment Act Segments**
- 3. Purpose of TIS Concept Plan**
- 4. Concept Plan Projects**
- 5. Evaluation Criteria**
- 6. Next Steps for Developing Near-Term Plan**
- 7. Wrap-up**



Transit Implementation Strategy Citywide Conversation June 30, 2011



Meeting Objectives:

- Update on City's Transportation Investment Act transit projects
- Discuss the purpose of the TIS Concept Plan
- Describe Connect Atlanta Transit Projects
- Discuss and rate evaluation criteria
- Receive your input regarding projects to be advanced
- Next steps for identifying priority projects for detailed analysis



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HB 277: Transportation Investment Act of 2010

Project/Program Selection Process



1 Spring/Summer 2010

Planning Director submits recommended criteria for TSPLOST projects



2 Winter 2010

Roundtable amends and approves criteria; elects Executive Committee



3

Local governments and legislators submit projects consistent with the regional criteria to the Planning Director



Financially Constrained Project List by October 15, 2011

4

June, 2011

Director compiles an example project list from stakeholder submissions



Now

5

Aug. 15, 2011

Executive Committee works with Director to create a fiscally constrained draft investment list from example list

6

Oct. 15, 2011

After public input, Regional Roundtable amends and approves the final transportation investment list



7

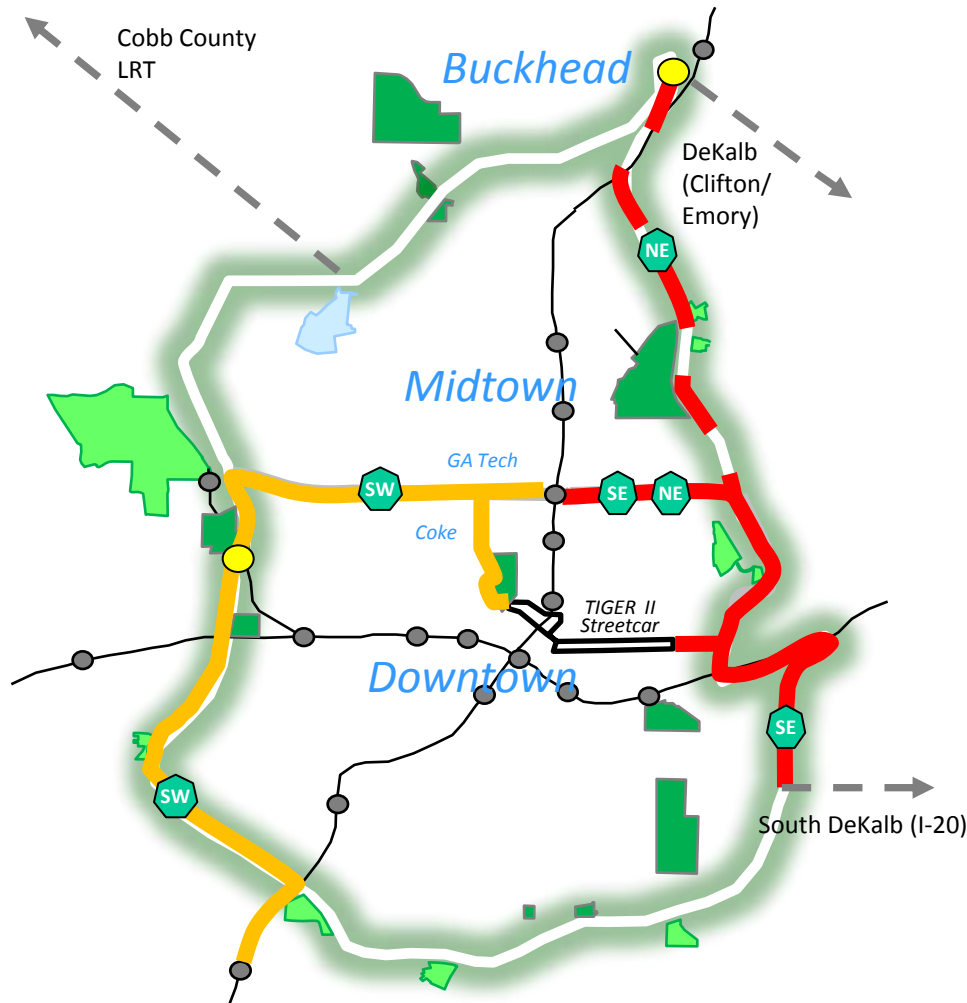
Spring/Summer 2012

Election superintendents in each of the 10 counties call for a vote on the transportation investment list and 1% sales tax.



Transit Update – Regional Funding

Atlanta BeltLine Projects Competing for TIA Funding

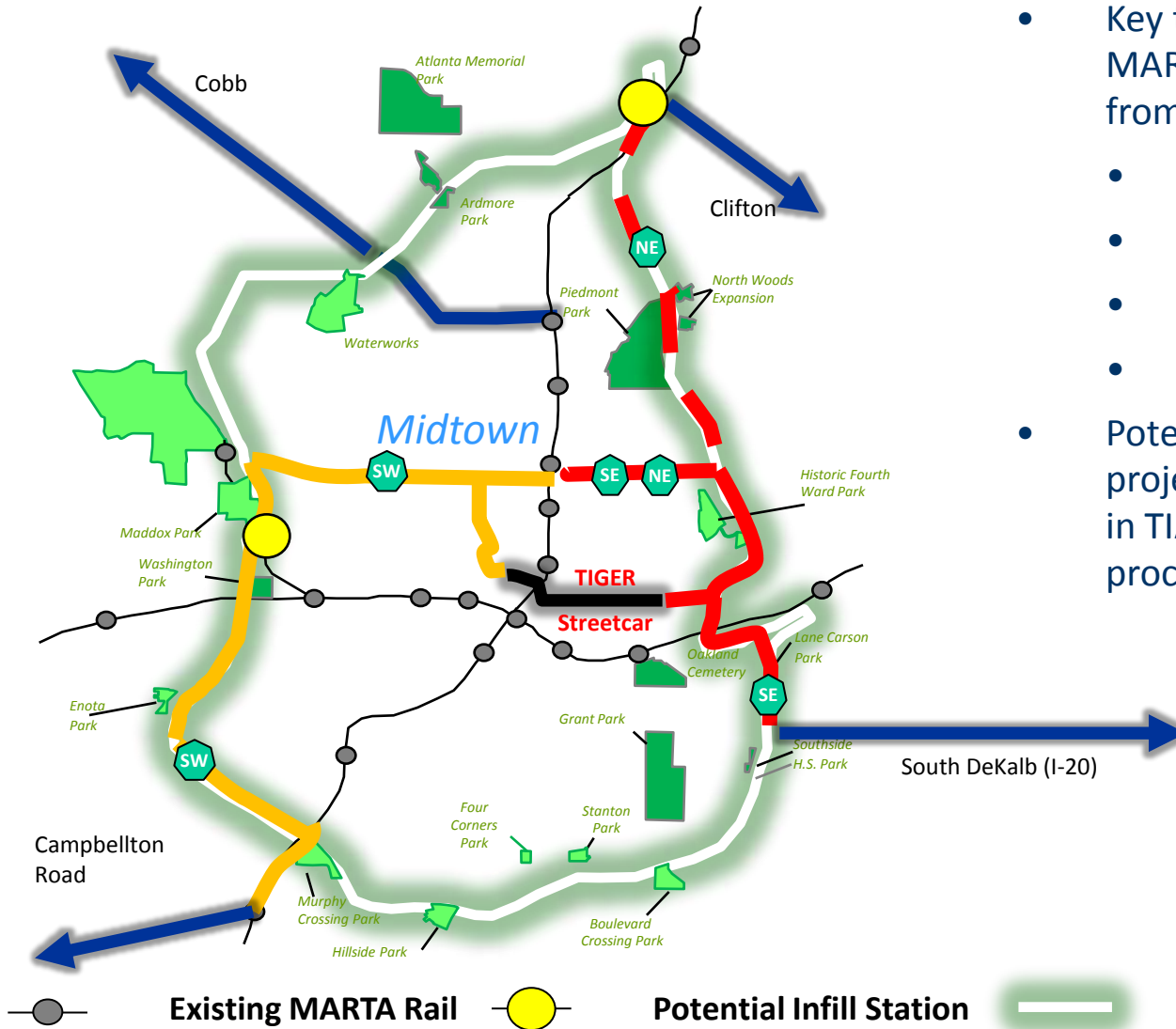


- Projects connect and/or share routes with 3 county led transit expansions
 - DeKalb I-20 East
 - DeKalb Clifton/Emory
 - Cobb I-75 Corridor
- Projects will complement regional projects by providing circulation and mobility within core job centers in the City of Atlanta

Map ID	Segment Description
SW	Southwest Atlanta to Midtown and Downtown
SE	Southeast Atlanta to Midtown and Downtown
NE	Northeast Atlanta to Midtown

Transit Implementation Strategy

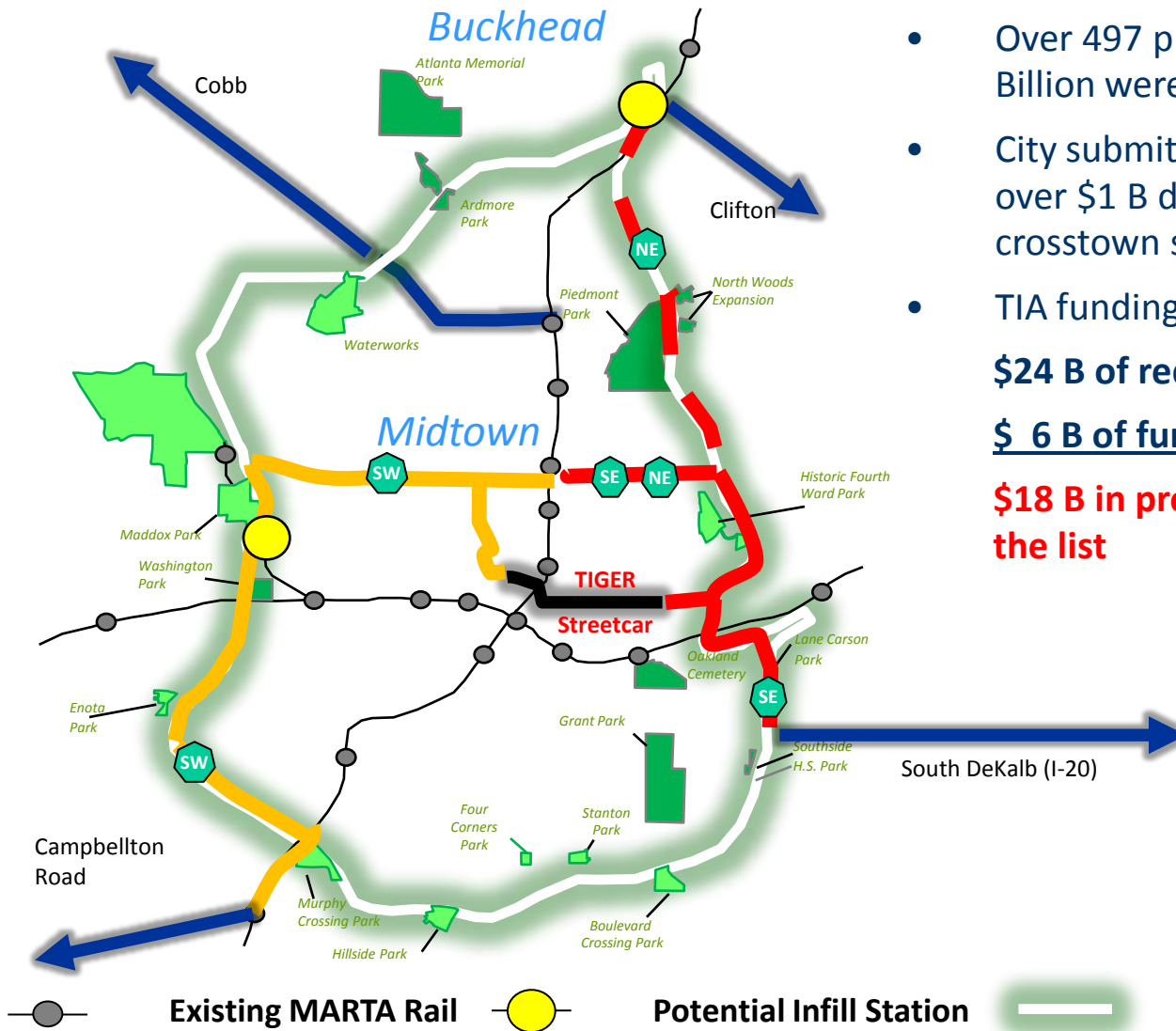
All Key Atlanta BeltLine Related Transit Segments in TIA Submittals



- Key transit projects submitted by MARTA and counties with support from the City
 - South DeKalb I-20 East LRT
 - Clifton Corridor LRT
 - Cobb I-75 LRT
 - Campbellton Road BRT
- Potential to coordinate county projects with Atlanta BeltLine projects in TIA project list development process

Transit Implementation Strategy

Transportation Investment Act (TIA) Unconstrained List Preliminary Funding Gap Analysis



- Over 497 projects worth more than \$24 Billion were submitted regionally
- City submitted over \$3 B in projects including over \$1 B dedicated to Atlanta BeltLine and crosstown streetcar connections
- TIA funding gap analysis:
\$24 B of requests
\$ 6 B of funding if TIA passes
\$18 B in projects will need to be cut from the list

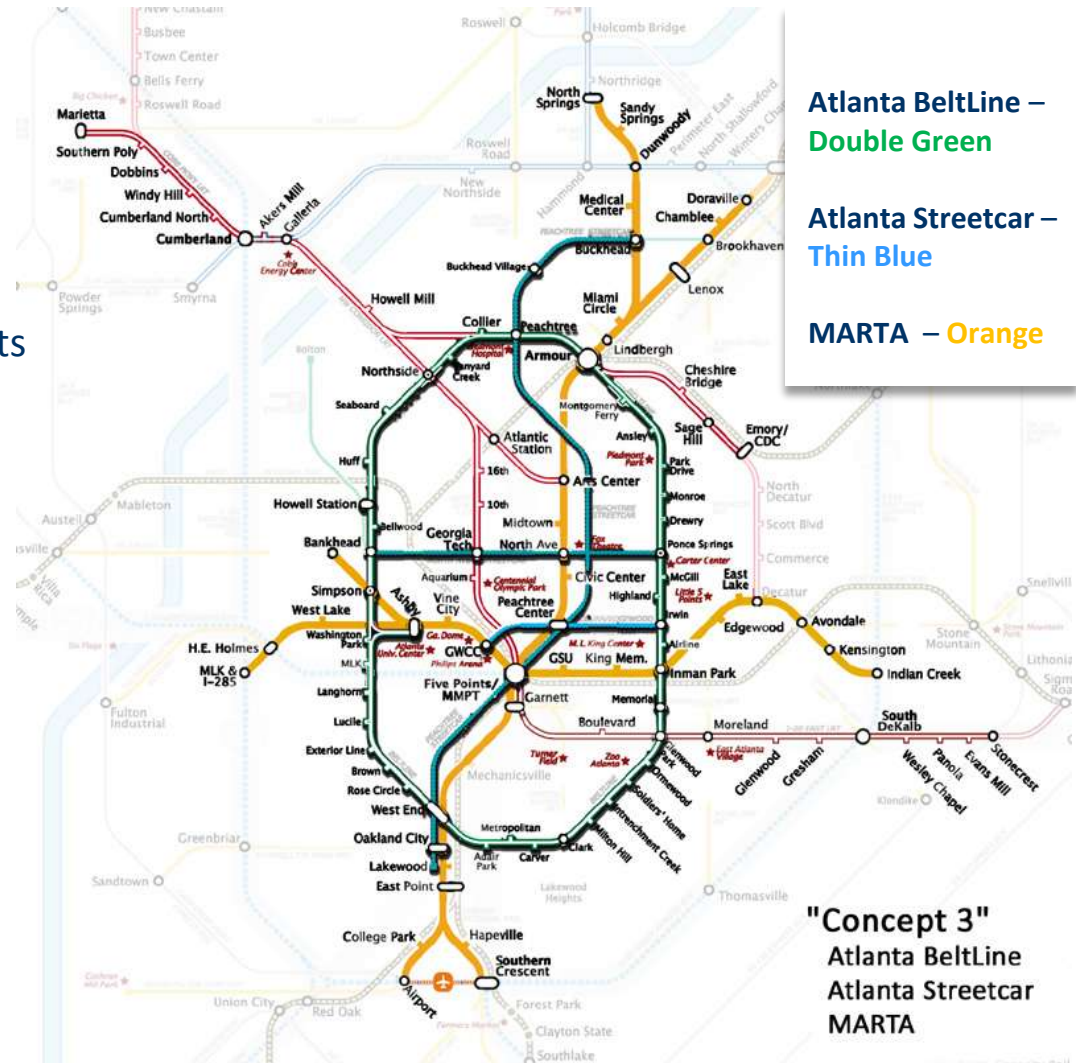
Transit Implementation Strategy

Transportation Investment Act Process



The Atlanta BeltLine, the Atlanta Streetcar and MARTA should be developed as an integrated transit system for the City and region.

- Reducing competition between projects
- Improving federal fundability
- Accessing regional funding
- Overcoming concerns about transit readiness
- Maximizing opportunities for funding partnerships





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Purpose of TIS Concept Plan



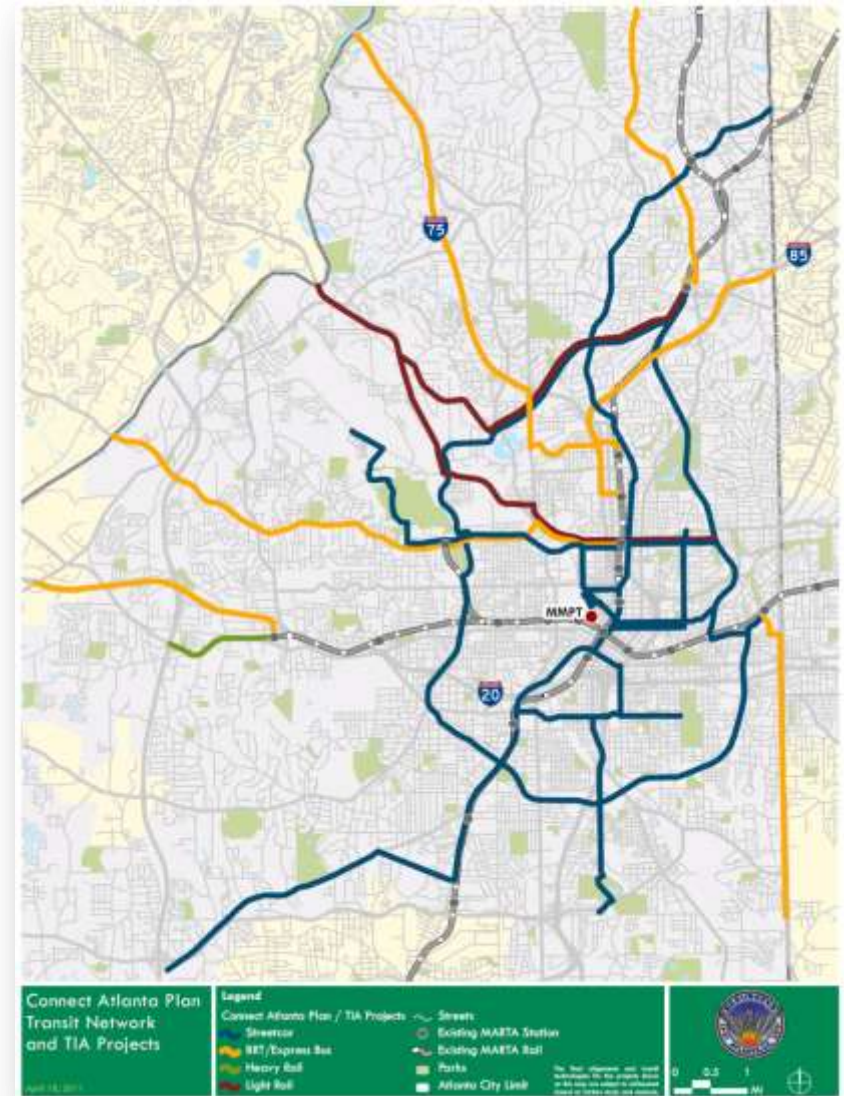
- Integrate network of high-quality transit connecting City neighborhoods, employment and activity centers
- Develop a high-level implementation plan for transit projects identified in the Connect Atlanta Plan
- Identify “high-priority” or “near-term” projects to implement in the 2011 – 2020 time frame



TIS Concept Plan Objectives



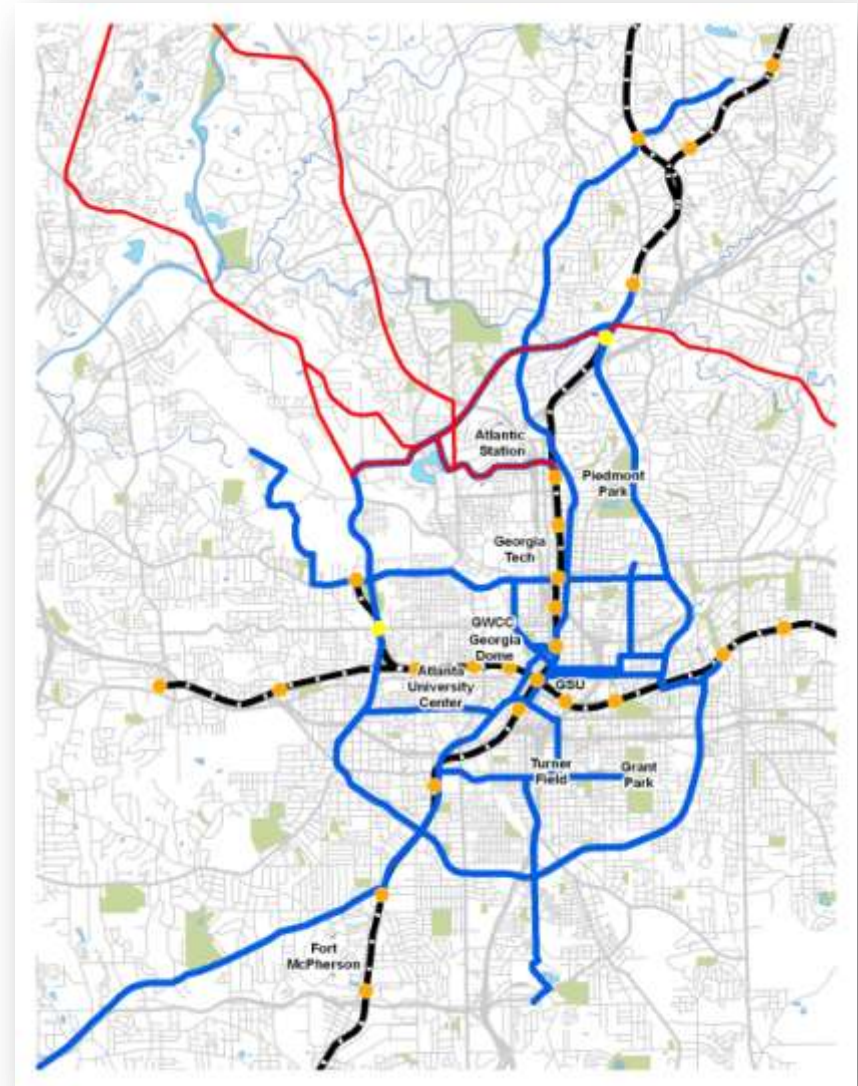
- Develop Connect Atlanta circulator system with connections to the regional transit mobility network
- Prepare a detailed description for transit projects in the Connect Atlanta plan
- Identify funding models to apply to segments of the network based on the experience from other cities
- Perform high-level screening of proposed streetcar and light rail transit lines



TIS Concept Plan Highlights



- 17 proposed streetcar and LRT projects.
- Projects combined into operating segments for technical analysis; some operating segments use common corridors
- Each project feeds into an existing MARTA rail station to provide connectivity
- Projects may be “City serving” or “City shaping” or both





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Transit Implementation Strategy

List of Projects



Streetcar

- 1) **Campbellton Rd** (Greenbriar Mall to Oakland City)
- 2) **Pryor Rd/Capital Ave** (Lakewood to Five Points)
- 3A) **Georgia Ave/RDA Blvd** (West End to Grant Park)
- 3B) **Georgia Ave/Capital Ave** (Grant Park to 5 Points)
- 4) **Boulevard** (Ponce de Leon to Downtown)
- 5A) **Peachtree St** (DeKalb County Line to Arts Center)
- 5B) **Peachtree St** (Arts Center to Five Points)
- 5C) **Peachtree St** (Five Points to Oakland City)
- 6) **Atlanta University Center** (to Downtown)
- 7) **West Highlands** (to North Avenue Station)
- 8) **NE BeltLine** (Ansley to Downtown)
- 9) **NE BeltLine** (South Buckhead to Midtown)
- 10A) **SW BeltLine** (Oakland City to Midtown)
- 10B) **SW BeltLine** (Oakland City to Downtown)
- 11A) **SE BeltLine** (Glenwood Park to Midtown)
- 11B) **SE BeltLine** (Glenwood Park to Downtown)
- 12) **SE BeltLine/Pryor Rd** (Glenwood Park to Five Points)
- 13) **NW BeltLine** (Bankhead to Arts Center)
- 14) **BeltLine Loop** (22-mile loop)
- 15) **NW BeltLine** (Bankhead to Lindbergh/Armour)
- 16) **SE BeltLine** (Oakland City to Glenwood Park)

Light Rail Transit

- 17) **I-75 LRT** (Cobb County Line to Arts Center & Emory)



Transit Implementation Strategy

1) Campbellton Road

Route Description

- 5.5-mile line on Campbellton Road from Oakland City Station to Greenbriar Mall.

Project Highlights

- Provide premium transportation choices for residents and businesses in SE Atlanta
- Campbellton Road is one of the City of Atlanta's primary economic development priorities
- Transportation investments needed to support development intensity and linked to surrounding neighborhoods
- Anchored by Greenbriar Mall, providing rail transit access to and from the urban shopping mall

Major Destinations/MARTA Rail Stations

- Greenbriar Mall
- Fort MacPherson
- Oakland City Station



Transit Implementation Strategy

2) Pryor Road/Capital Avenue



Route Description

- 4.7-mile line on Pryor Road and Capital Avenue between Lakewood Park and MARTA's Five Points Station.

Project Highlights

- Provides premium transit to low and middle income communities in South Atlanta
- Improves access to jobs, government offices and Central Atlanta
- Supports needed economic development in corridor
- New high-quality service to Turner Field
- Good potential for increased ridership on connecting transit network

Major Destinations/MARTA Rail Stations

- Lakewood Amphitheater
- Turner Field
- Five Points Station



Transit Implementation Strategy

3A) Georgia Avenue/RDA Blvd



Route Description

- 2.3-mile line along Georgia Avenue/Ralph David Abernathy Boulevard from Grant Park to MARTA's West End Station

Project Highlights

- Provides important east-west connection in south Atlanta
- Connects the Grant Park, Zoo Atlanta, Turner Field, schools and other community centers to MARTA
- Support economic redevelopment in south Atlanta
- Good potential for increased ridership on connecting transit network

Major Destinations/MARTA Rail Stations

- Grant Park
- Turner Field
- West End Station



Transit Implementation Strategy

3B) Georgia Avenue/Capital Avenue



Route Description

- 2.2-mile line along Georgia Avenue between Grant Park and Five Points

Project Highlights

- Connects Grant Park, Zoo Atlanta, schools and other community centers to Downtown
- Enhances activities at Turner Field, Government Offices including the State Capitol and City Hall, Underground Atlanta, various shopping centers, hotels and parks
- Good potential for increased ridership on connecting transit network

Major Destinations/MARTA Rail Stations

- Grant Park
- Turner Field
- Five Points Station



Transit Implementation Strategy

4) Boulevard



Route Description

- 2.9-mile line along Boulevard from Ponce de Leon Avenue to Downtown via the Atlanta Streetcar route

Project Highlights

- Provides premium transit service to Atlanta Medical Center and Old Fourth Ward neighborhood
- Connects major activity centers in the Downtown area: Martin Luther King Jr. National Historic Site, churches, Dobbs Plaza, museums, hospitals, libraries, parks, Centennial Olympic Park, government offices, hotels, conference centers, shops and retail centers.
- Good potential for increased ridership on connecting transit network

Major Destinations/MARTA Rail Stations

- King Center
- Atlanta Medical Center
- Centennial Olympic Park
- Peachtree Center Station
- Five Points Station





Transit Implementation Strategy

5B) Peachtree Street – Central Segment



Route Description

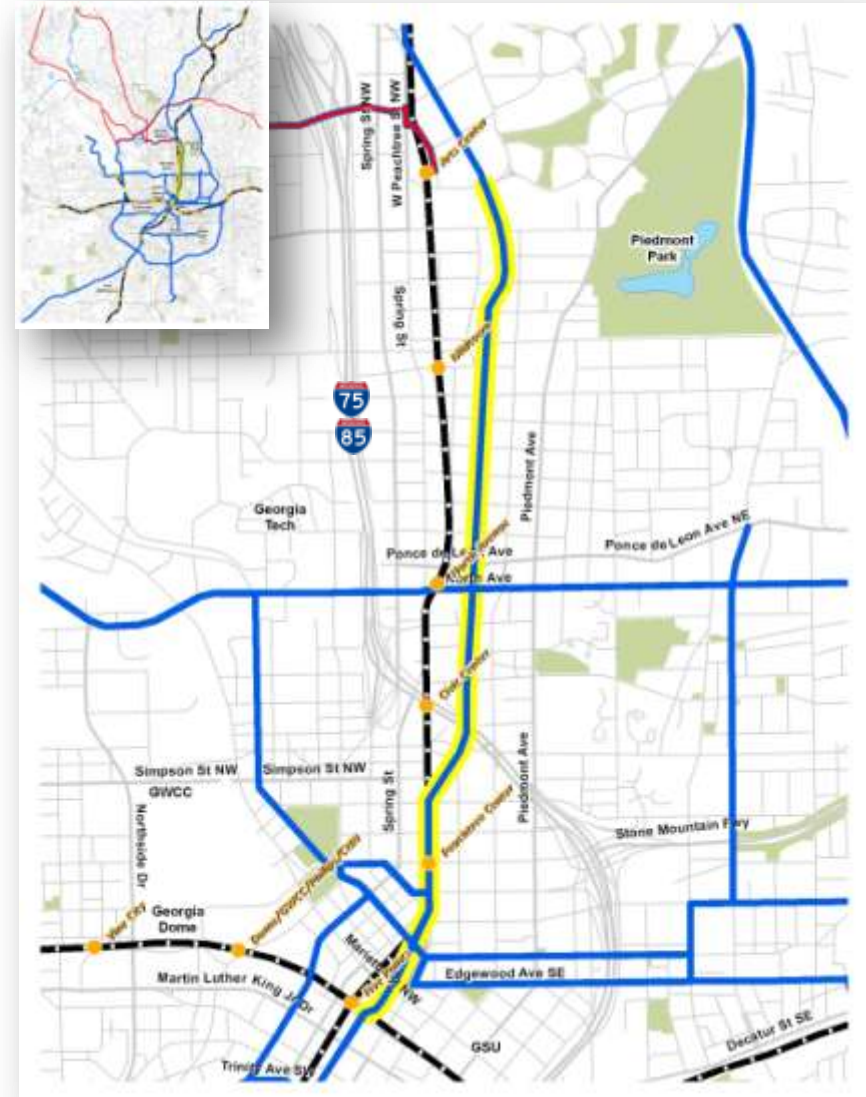
- 2.6-mile line Peachtree Street between MARTA's Arts Center Station and Five Points Station

Project Highlights

- Provides access to MARTA rail system
- Serves high-density residential, office and commercial activities in Midtown
- Connects the BeltLine Streetcar system and the Atlanta Streetcar Loop
- Provides connections to major destination centers such as Underground Atlanta, hotels, galleries, art museums, offices, residential developments and shopping center
- Potential for increased ridership on connecting transit network

Major Destinations/MARTA Rail Stations

- High Museum
- Fox Theater
- Arts Center Station
- Midtown Station
- North Ave Station
- Peachtree Center Station
- Five Points Station



Transit Implementation Strategy

5C) Peachtree Street - South Segment



Route Description

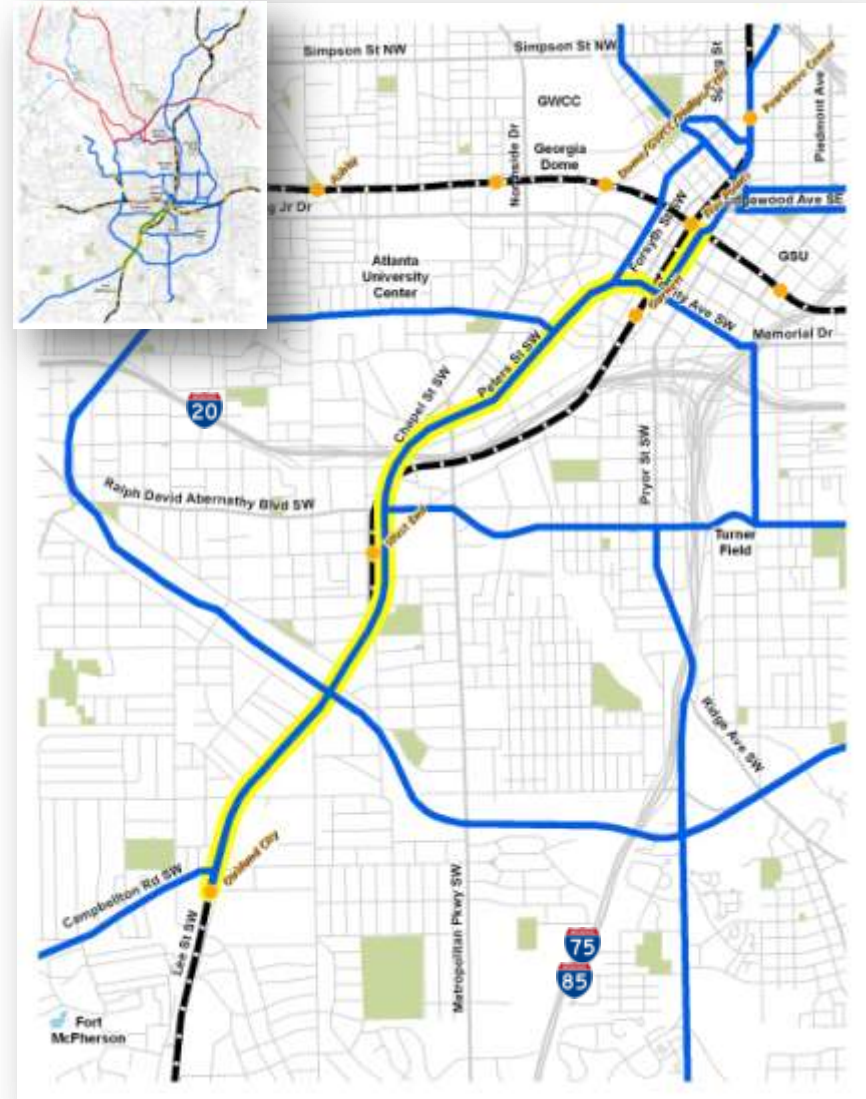
- 3.5-mile line on Peachtree Street, Peters Street and Lee Street between MARTA's Oakland City and Five Points Stations

Project Highlights

- Connects the BeltLine Streetcar and MARTA rail stations
- Provides important connection to Ft. Mac redevelopment
- Part of the north / south Peachtree Street Streetcar corridor that connects neighborhoods and activities within and outside the BeltLine corridor
- Supports redevelopment along Peters and Lee Streets
- Potential for increased ridership on connecting transit network

Major Destinations/MARTA Rail Stations

- Five Points Station
- West End Station
- Oakland City Station
- Fort Mac redevelopment



Transit Implementation Strategy

6) Atlanta University Center



Route Description

- 4.1-mile line on Fair Street and Spring Street between the AUC , Atlanta's Multi Modal Passenger Terminal (MMPT) and Downtown with connections to the Atlanta Streetcar route

Project Highlights

- Provides new premium transit service to Atlanta University Center campuses
- Connects the BeltLine Streetcar system and the Atlanta Streetcar route
- Connects to the proposed Atlanta MMPT that will serve as the hub for existing and proposed transportation networks serving metro-Atlanta
- Good potential for increased ridership

Major Destinations/MARTA Rail Stations

- Atlanta University Center
- Proposed MMPT
- King Center
- Centennial Olympic Park
- Peachtree Center Station
- Five Points Station



Transit Implementation Strategy

7) West Highlands



Route Description

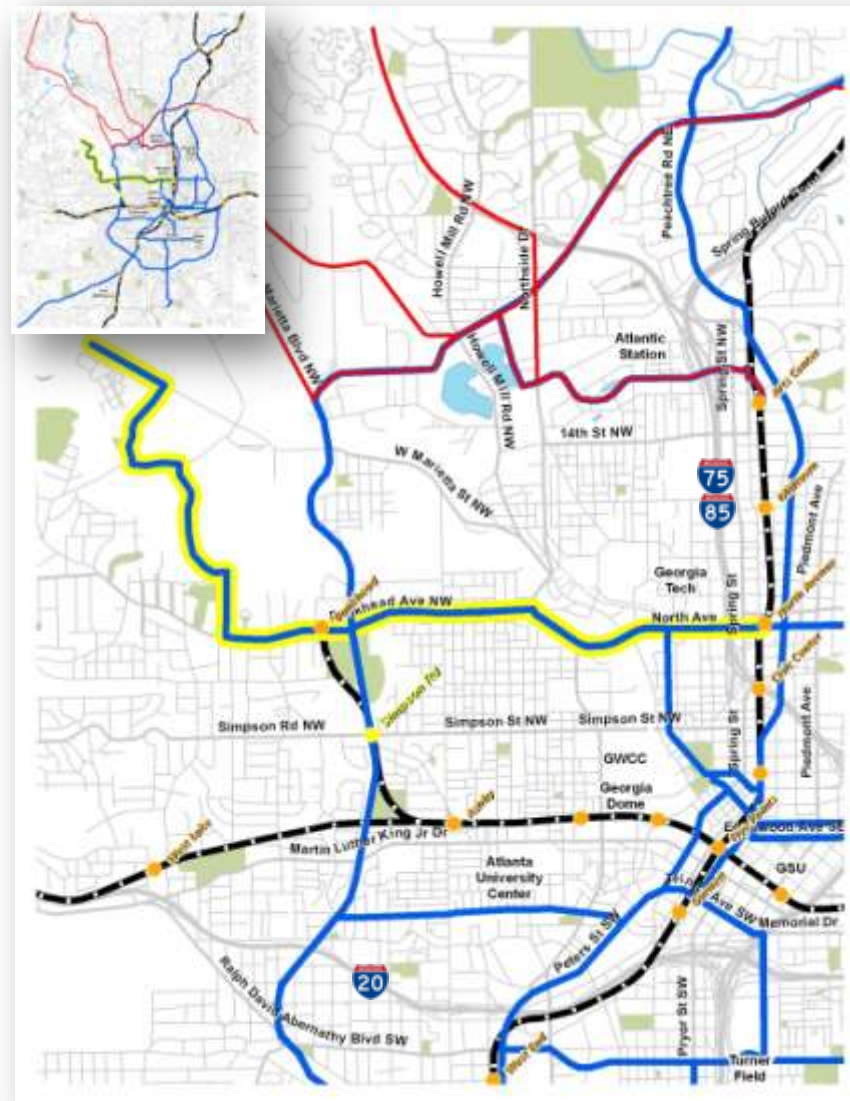
- 5.4-mile line along D.L. Hollowell Parkway and North Avenue between West Highlands and MARTA's North Avenue Station

Project Highlights

- Connects residential neighborhoods and employment centers outside and inside the BeltLine corridor. With connections to North Avenue line, provides excellent connections to Coca Cola, Georgia Tech and Midtown neighborhood
- Supports redevelopment of West Highlands neighborhood
- Good potential for new transit riders

Major Destinations/MARTA Rail Stations

- West Highlands
- Proposed Westside Park
- Coca Cola HQ
- Georgia Tech
- Bankhead Station
- North Ave Station



Transit Implementation Strategy

8) NE BeltLine (Piedmont Park to Downtown)



Route Description

- 5.1-mile line on NE BeltLine from Piedmont Park to Downtown via the Atlanta Streetcar route

Project Highlights

- Provides new premium service to Old Fourth Ward, Poncey Highlands, Virginia Highlands and Morningside neighborhoods
- Connects Central Atlanta, King Historic Site and Carter Center
- The linkage with the Atlanta Streetcar facilitates connection with major activity centers in the Downtown area, Martin Luther King Jr. National Historic Site, Dobbs Plaza, City Hall East redevelopment and Piedmont Park

Major Destinations/MARTA Rail Stations

- Piedmont Park
- City Hall East
- Historic Fourth Ward Park
- King Center
- Carter Center
- Centennial Olympic Park
- Peachtree Center Station
- Five Points Station



Transit Implementation Strategy

9) NE BeltLine (South Buckhead to Midtown)



Route Description

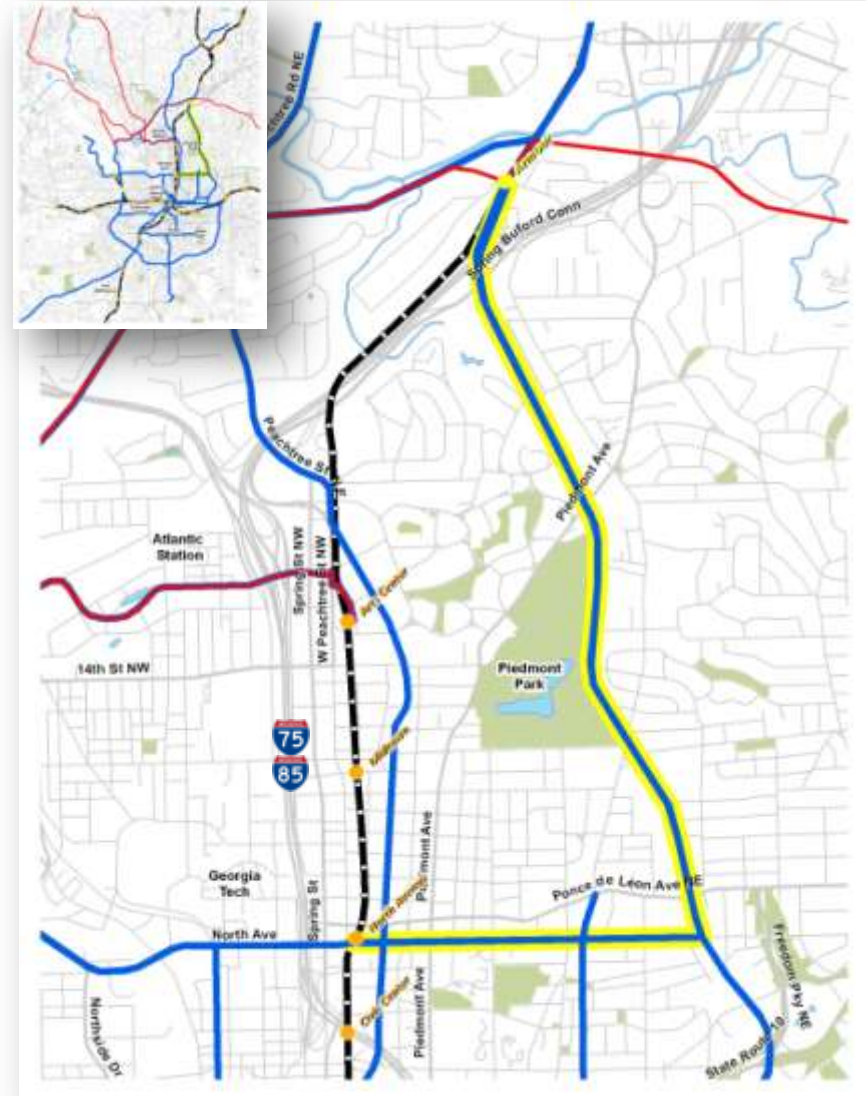
- 4.6-mile line along NE BeltLine from South Buckhead/Armour Yard area to the North Avenue Station

Project Highlights

- Provides new premium service to Old Fourth Ward, Poncey Highlands, Virginia Highlands and Morningside neighborhoods
- Direct service to Georgia Tech, hotels, community centers and residential areas in Midtown Atlanta
- Connects to MARTA's North Avenue and Armour (new, infill) stations
- Potential for increased ridership on connecting transit network

Major Destinations/MARTA Rail Stations

- Armour Station (infill)
- Piedmont Park
- City Hall East
- North Avenue Station



Transit Implementation Strategy

10A) SW BeltLine (Oakland City to Midtown)



Route Description

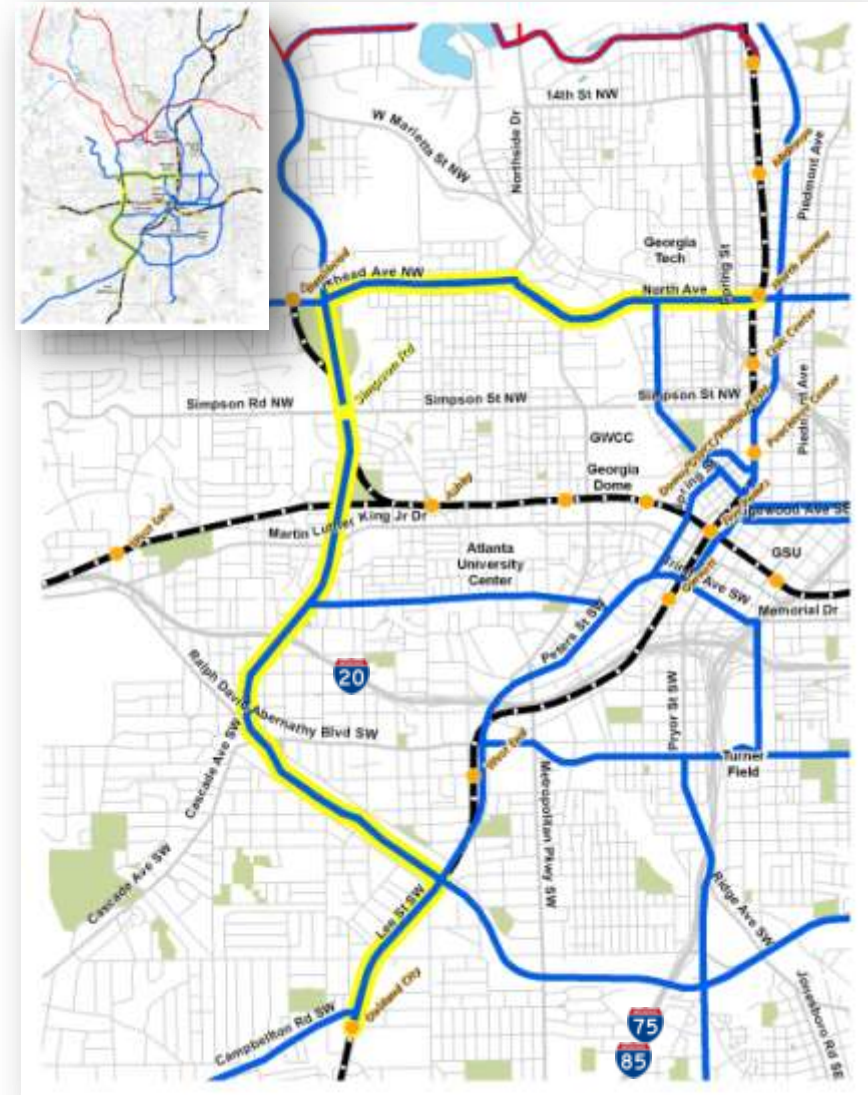
- 6.9-mile line along SW BeltLine and North Avenue between Oakland City and Midtown; includes new MARTA infill station at Boone Blvd.

Project Highlights

- The alternative creates opportunities to reuse abandoned and underutilized rail line
- Provides new premium transit to south and west side neighborhoods
- Creates opportunities for residential/commercial redevelopment in south and west side neighborhoods
- Good potential for increased ridership

Major Destinations/MARTA Rail Stations

- Coca Cola HQ
- Georgia Tech
- Midtown Atlanta
- Oakland City Station
- North Ave Station
- Proposed Boone Blvd. Infill Station





Transit Implementation Strategy

11A) SE BeltLine (Glenwood Park to Midtown)

Route Description

- 4-mile line on SE BeltLine from Glenwood Park to North Avenue Station

Project Highlights

- Provides new premium transit to Glenwood Park neighborhood
- Supports redevelopment of Glenwood Park, Cabbagetown and Old Fourth Ward neighborhoods
- Provides link between Atlanta Streetcar and BeltLine Streetcar

Major Destinations/MARTA Rail Stations

- Carter Center
- City Hall East
- Inman Park/Reynoldstown Station
- North Avenue Station



Transit Implementation Strategy

11B) SE BeltLine (Glenwood Park to Downtown)



Route Description

- 3.6-mile line on SE BeltLine from Glenwood Park to Downtown via the Atlanta Streetcar route

Project Highlights

- Provides new premium transit to Glenwood Park neighborhood
- Supports redevelopment of Glenwood Park and Cabbagetown neighborhoods
- Provides link between Atlanta Streetcar and BeltLine Streetcar

Major Destinations/MARTA Rail Stations

- King Center
- Centennial Olympic Park
- City Hall East
- Inman Park/Reynoldstown Station
- North Avenue Station
- Peachtree Center Station
- Five Points Station





Transit Implementation Strategy

12) SE BeltLine/Pryor Road (Glenwood Park to 5 Points)

Route Description

- 6-mile line on SE BeltLine, Pryor Road and Capital Avenue between Glenwood Park and Five Points Station

Project Highlights

- Provides new premium transit service in South and Southeast Atlanta
- Supports economic redevelopment in South and Southeast Atlanta
- Connects South and Southeast Atlanta neighborhoods with Turner Field, State Capitol, City Hall, Underground Atlanta, shopping centers, hotels and parks
- Good potential for increased ridership

Major Destinations/MARTA Rail Stations

- Grant Park
- Turner Field
- Five Points Station





Transit Implementation Strategy

13) NW BeltLine (Bankhead to Arts Center)

Route Description

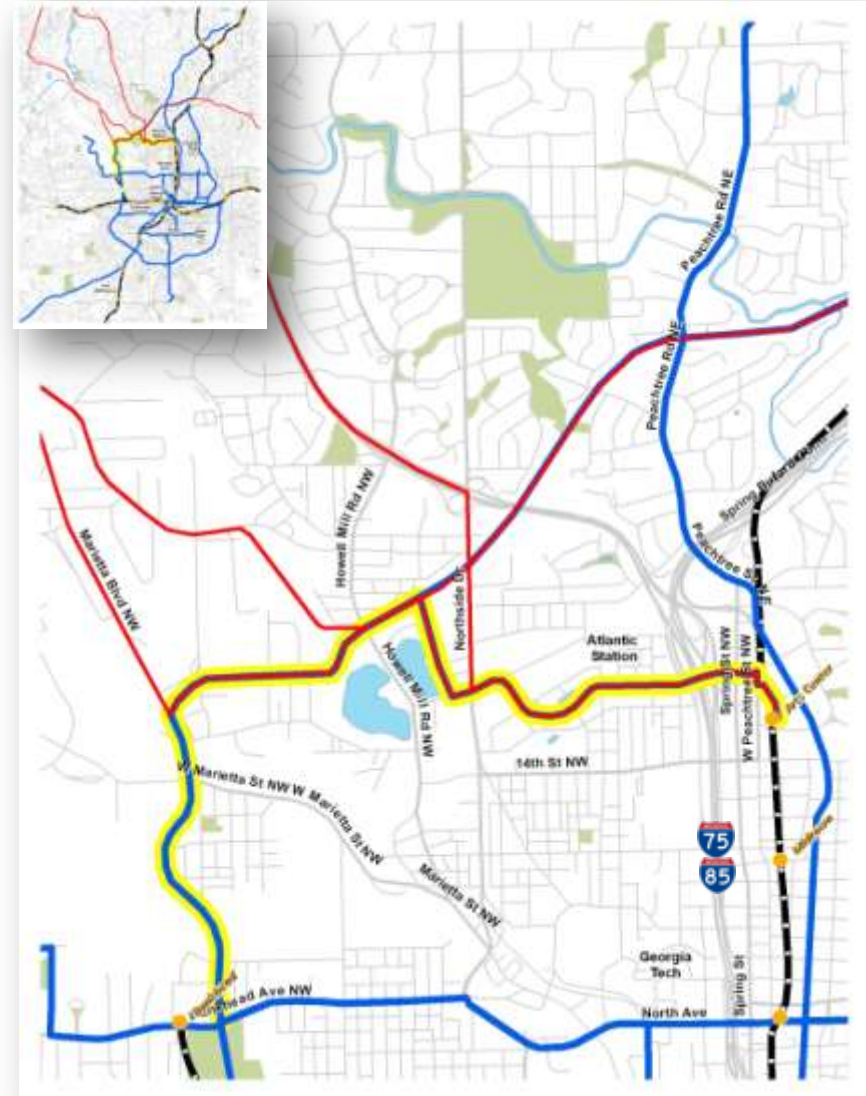
- 4.5-mile line on NW BeltLine and 17th Street between Bankhead Station and Arts Center Station

Project Highlights

- Enhances connection to the proposed West Town mixed-use development
- The proposed alignment is adjacent to the Atlantic Station mixed use development thus providing transit access to 10,000 residents, employees and shoppers
- Provides convenient access for residents of the area to the Midtown Atlanta
- Good potential for increased ridership

Major Destinations/MARTA Rail Stations

- Atlantic Station
- Bankhead Station
- Arts Center Station



Transit Implementation Strategy

14) BeltLine Loop



Route Description

- 22-mile loop to operate on the entire BeltLine corridor

Project Highlights

- 22 miles of pedestrian-friendly, streetcar system connecting Atlanta neighborhoods and economic development centers.
- Approximately 50% right of way preserved for implementation
- Will be implemented in distinct, operable phases
- Connects with existing MARTA system at several stations and major activity centers such as Piedmont Hospital, Zoo Atlanta, GSU

Major Destinations/MARTA Rail Stations

- Lindbergh Station or proposed Armour Infill Station
- Inman Park/Reynoldstown Station
- Bankhead Station
- Proposed Simpson Infill Station



15) NW BeltLine (Bankhead to Lindbergh/Armour)



Transit Implementation Strategy

17) I-75 Light Rail Transit

Route Description

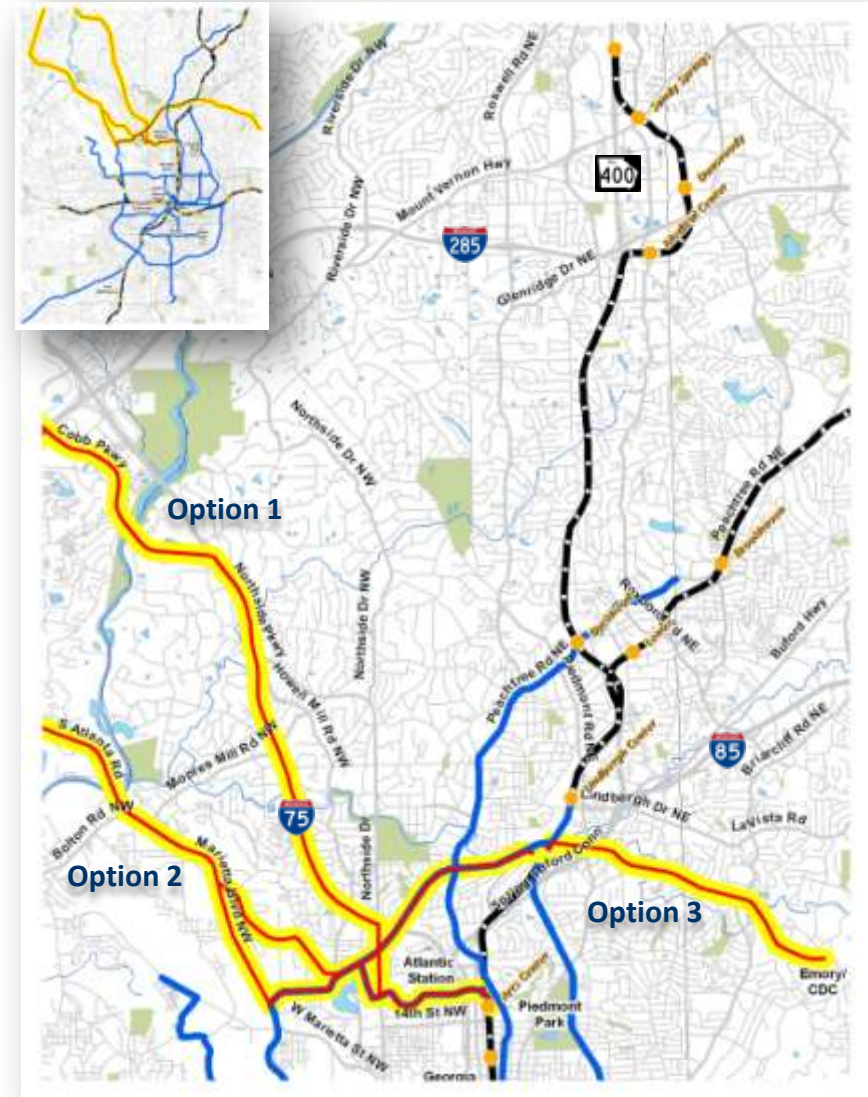
- Light rail line planned with several potential alignments to implemented in phases:
 - Phase 1 - connects to the Arts Center Station to the Cumberland Galleria area
 - Phase 2 - Cumberland Galleria area and extends to the City of Acworth.

Project Highlights

- Connects to MARTA system, major activity and employment centers in the City of Atlanta, Cobb County and region
- Option 1 – via I-75, Northside Dr. and 17th Street
- Option 2 – via Marietta St., NE BeltLine and 17th Street
- Option 3 – via Marietta St., NE BeltLine and Clifton Corridor

Major Destinations/MARTA Rail Stations

- Atlantic Station (Options 1 and 2)
- Arts Center Station (Options 1 and 2)
- Emory University/CDC (Option 3)
- Proposed Armour Infill Station (Option 3)





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Transit Implementation Strategy

Methodology for Evaluating TIS Projects



1. Technical analysis plus stakeholder and public input to identify 4-6 priority projects to take into detailed analysis (June 2011)
 - Technical analyses including population and employment served, ridership projections, estimated capital costs
 - Analysis of equity considerations
 - Funding considerations such as TIA and other local sources
 - Feedback from stakeholders and public
 - Consideration of existing city priorities and investments
2. Detailed analysis of priority projects including financial planning, conceptual engineering and implementation strategies (July – September)

Transit Implementation Strategy

Evaluation Criteria for Screening TIS Projects



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
- Level of congestion along route

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



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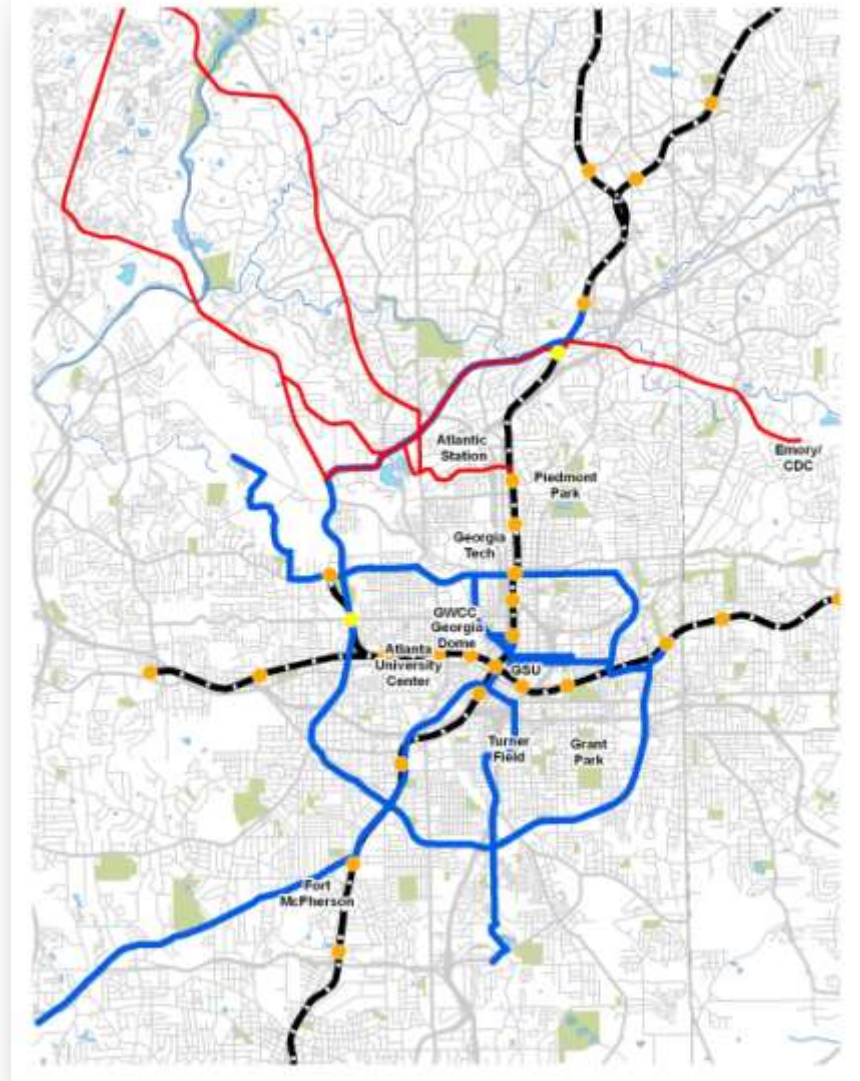
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Transit Implementation Strategy

Near-Term Plan Activities



- Develop conceptual operating plans and O&M cost estimates
- Prepare conceptual design plans that will identify typical cross-sections, horizontal alignment plans, and any design issues that may affect implementation
- Conduct ridership modeling, equity and environmental justice evaluation
- Market analysis and development capacity analysis
- Project management and procurement plans to FTA standards
- Segment level project finance and implementation plans



Transit Implementation Strategy

Approval Process/Adoption of Plan



- Approval by City of Atlanta at the end of TIS process during late summer/early fall 2011
- Present to City of Atlanta Transportation Committee
- Present to Atlanta City Council for approval
- Include in update of Connect Atlanta Plan for adoption





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