Atlanta BeltLine, Inc.

Study Group Meeting on Transit Implementation Strategy & **Transportation Investment Act Projects**

Agenda

1. **Recap of December 2010 Quarterly Briefing**
2. **Transportation Investment Act Segments**
3. **Q&A**
4. **Breakout Groups**
5. **Wrap-up**

March 2011

What is the Atlanta BeltLine?

The Atlanta BeltLine is in the heart of the region & utilizes historic freight rail ROW circling the City.









What is the Atlanta BeltLine?



Transit & Transportation Choices

22-mile loop



Parks

1300 + new acres



Trails

33 miles



Jobs & Economic Development

20 areas, 30k jobs



Affordable & Workforce Housing

5,000 Units



Existing Communities & Historic Preservation



Public Art & Streetscapes



Environmental Clean-up

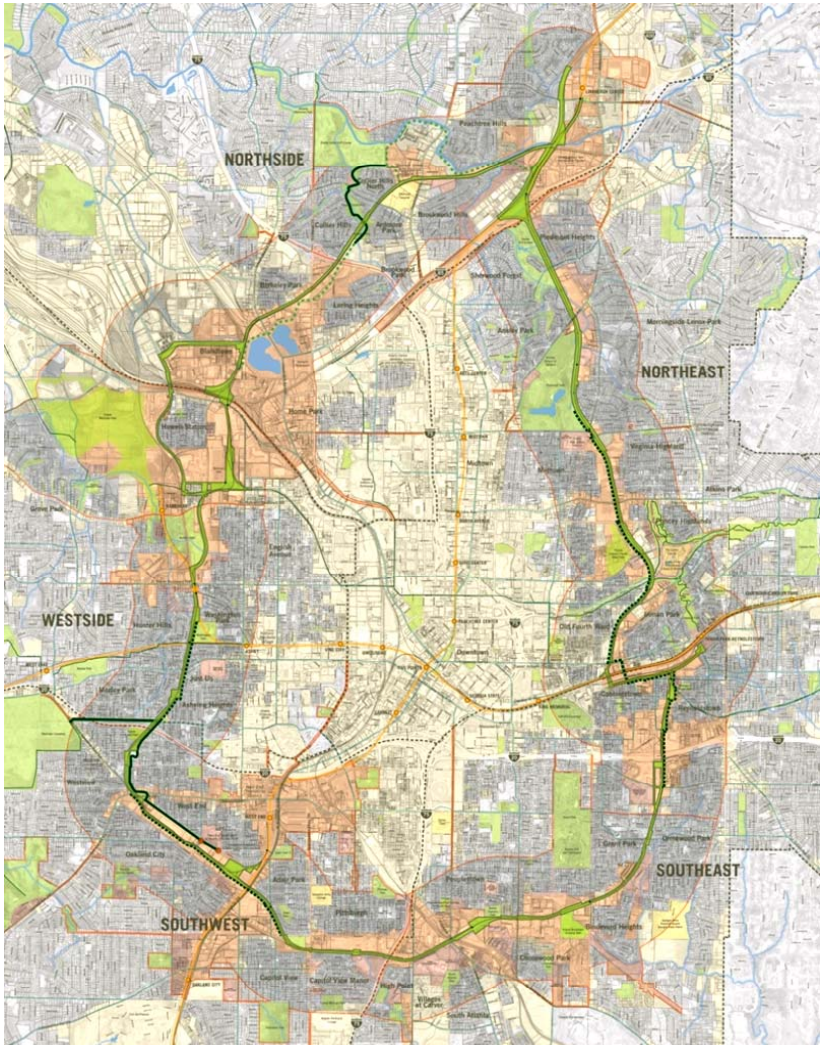
1100 + acres

Agenda

1. Recap of December 2010 Quarterly Briefing
   - Transit Implementation Strategy Overview
   - Transportation Investment Act
   - Best Practices for Transit Implementation
2. Transportation Investment Act Segments
3. Q&A
4. Breakout Groups
5. Wrap-up

Transit Implementation Strategy

Redevelopment Plan Transit Vision



- 22-mile loop of LRT or Streetcar connected to MARTA in four places
- Transit as a tool to structure land use and provide mobility
- Number of actual transit projects (segments) to achieve the loop not specified
- High level funding approach through TAD and federal funds
- Transit implementation strategy will provide the roadmap for getting transit built on the Atlanta BeltLine

The transit vision for the Atlanta BeltLine was the focus of the redevelopment plan

Transit Update

Tier 1 EIS Decisions: Transit Technology

Modern Streetcar





Light Rail



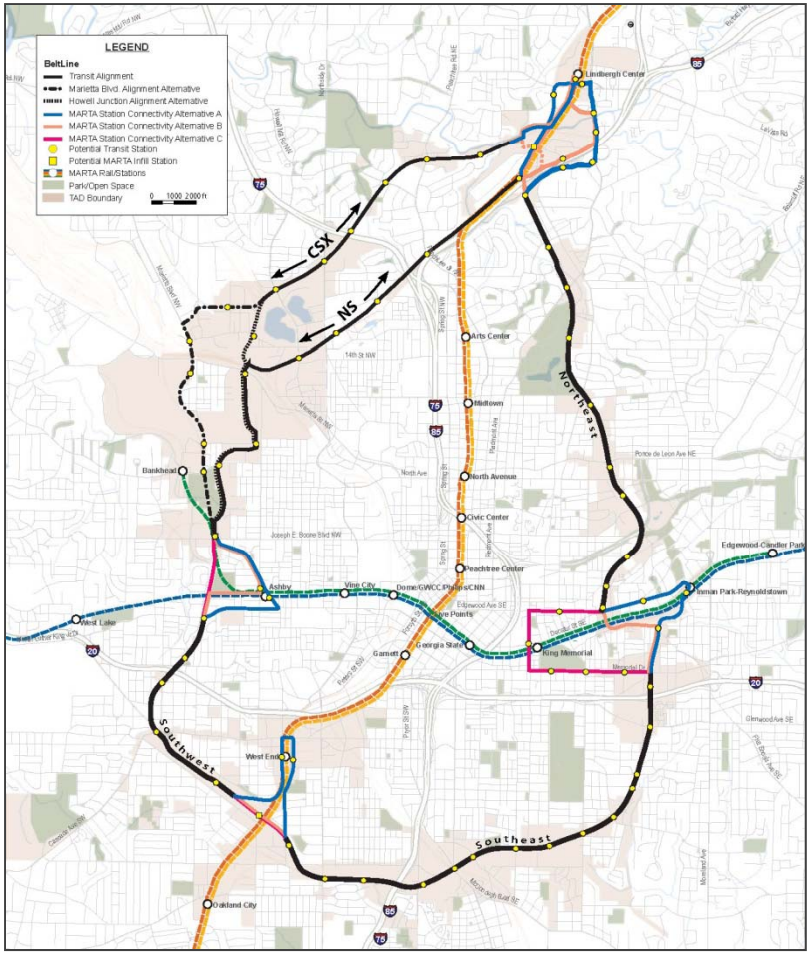
Transit Update

Tier 1 EIS Decisions: Alignment in NW Atlanta

- **Schedule**

  Public Hearing - April or May 2011

  Record of Decision - Fall 2011

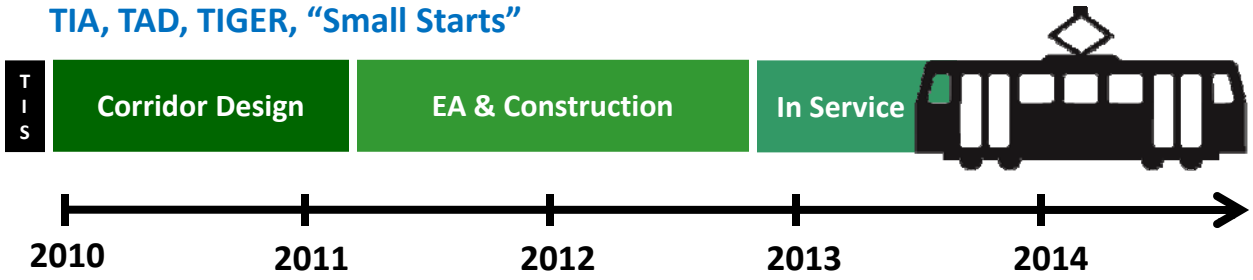


Transit Implementation Process

Two Routes to Constructing Transit

Locally and/or Opportunistically Funded

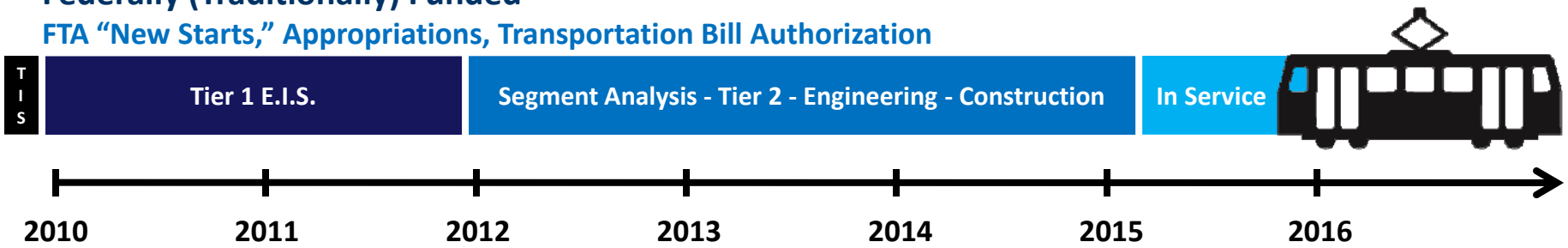
TIA, TAD, TIGER, "Small Starts"



Characteristics: City shaping, simple design and construction, lower costs, limited environmental impacts, right-of-way readily available

Federally (Traditionally) Funded

FTA "New Starts," Appropriations, Transportation Bill Authorization



Characteristics: City serving, complex design and construction, multiple stakeholders, higher cost and impacts, right-of-way challenging to acquire

Consultant Procurement

Hired HDR led team to complete Transit Implementation Strategy and Support TIA Submittals.

Highlights of HDR Experience:

- Portland Streetcar
- TIGER Streetcar in Tucson
- Cincinnati Streetcar
- Program Management for Washington, DC Streetcar
- New Orleans Streetcar



Team Includes:

- Planners for Environmental Quality
- Robert, Charles, Lesser and Co., Municap and Public Financial Management
- Perkins and Will
- Kimley-Horn
- Clearview Strategies

Transit Implementation Strategy

Outreach, Education and Input

General Public and Stakeholders

- December 2010 Quarterly Briefing
- 2 Citywide Briefings – Tonight and Summer 2011
- Study group meetings in March 2011
- Briefings to stakeholder groups
- Tax Allocation District Advisory Committee

Stakeholder and Technical Advisory Committees

Project Partners

- MARTA
- PATH, Trust for Public Land, Trees Atlanta, Park Pride
- EPA
- HUD

Stakeholder and Technical Advisory Committees continued

Regional and State Transportation Agencies

- ARC, GRTA, GDOT, SRTA

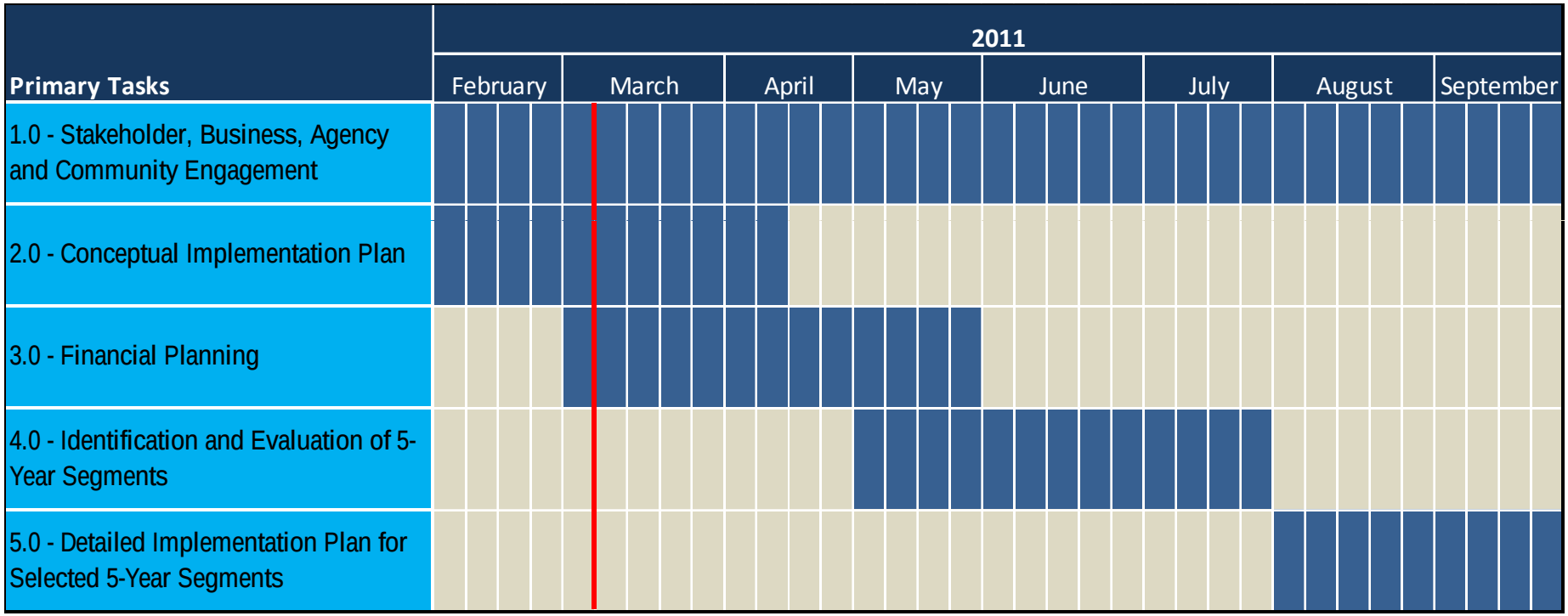
Business Community

- Atlanta BeltLine Partnership
- Atlanta Committee for Progress
- Community Improvement Districts
- Metro Atlanta Chamber of Commerce

Non-Profit / Advocacy Community

- Livable Communities Coalition
- Georgia Conservancy
- Sierra Club
- Citizens for Progressive Transit
- PEDS

Project Schedule



Transit Implementation Strategy

Deliverables

Conceptual Atlanta BeltLine loop implementation plan

- Number of segments
- Identify key streetcar spurs to connect to existing activity centers
- 20-year financial plan to FTA standards

Detailed Corridor Analysis

- Determination of highest priority segment(s) for implementation within next 3-4 years

Refined strategy for funding the Atlanta BeltLine transit

- Operational funding strategy
- Take into account current developments in federal programs and regional funding sources
- Facilitates inclusion of multiple Atlanta BeltLine projects at the Regional Roundtable

Detailed implementation documentation for high priority segments:

- Project management and procurement plans to FTA standards
- Segment level project finance plan

Agenda

1. Recap of December 2010 Quarterly Briefing
   - Transit Implementation Strategy Overview
   - Transportation Investment Act
   - Best Practices for Transit Implementation
2. Transportation Investment Act Segments
3. Q&A
4. Breakout Groups
5. Wrap-up

HB 277: Transportation Investment Act of 2010

Project/Program Selection Process

1 **Spring/Summer 2010**

Planning Director submits recommended criteria for TSPLOST projects



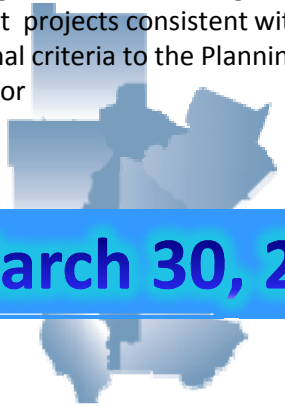
2 **Winter 2010**

Roundtable amends and approves criteria; elects Executive Committee



3 **Now**

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



Atlanta BeltLine Projects Due to State by March 30, 2011

4 Director compiles an example project list from stakeholder submissions



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.

Graphic Courtesy of the Metro Chamber

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. Advantages include:

- Reducing competition between projects
- Improving federal fundability
- Accessing regional funding
- Overcoming concerns about transit readiness of some portions of the Atlanta BeltLine corridor
- Maximizing opportunities for funding partnerships



Transit Implementation Strategy

Transportation Investment Act Process

The Atlanta BeltLine's unique strengths in TSPLOST process include:

- Active and engaged stakeholders and **philanthropic support**
- Ability to quickly deliver transit
  - TAD funding in place
  - Control of right-of-way
  - **ABI and ABLP organizational capabilities**
  - Track record of successful project delivery
  - Partnerships with MARTA and PATH
- Significant planning already complete
  - Adopted transit supportive **subarea master plans in most communities**
  - Tier 1 EIS and GEPA reviews complete by Fall 2011



Agenda

1. Recap of December 2010 Quarterly Briefing
   - Transit Implementation Strategy Overview
   - Transportation Investment Act
   - Best Practices for Transit Implementation
2. Transportation Investment Act Segments
3. Q&A
4. Breakout Groups
5. Wrap-up

Transit Implementation Strategy

Plans in Peer Cities



- Comprehensive streetcar implementation strategies completed by:
  - **Seattle and Tacoma**
  - **Portland**
  - **Washington, DC**
- Atlanta BeltLine/Streetcar can be:
  - **"City serving"** and
  - **"City shaping"**
- Peer City implementation strategies created by city-level transportation agencies
- For implementation, the Atlanta BeltLine needs to be broken down into segments connected to other similar transit projects as shown in the Seattle Streetcar (left)

Transit Implementation Strategy

Plans in Peer Cities



The Tacoma Link Streetcar, Washington

- Key Factors for Identifying Segments:
  - Link **transit destinations** to create ridership anchors for segments
  - Serve transit supportive neighborhoods
  - Establishing a funding model that generates local business contributions
- Lessons learned:
  - Get started ASAP with a small segment to demonstrate concept
  - Pursuing a non-federal funding strategy **reduces costs and speeds implementation**
  - Federal funds can be used for extensions of locally initiated streetcar/LRT systems

Transit Implementation Strategy

Projects in Peer Cities - Portland



Project Characteristics:

- Service began July 2001
- 4 miles (8-mile loop) streetcar system with 46 stops
- Serves the surrounding downtown
- 12,000 daily riders, 23% commuter service
- The system is owned by the **City of Portland**; managed by Portland Streetcar Inc., **a non-profit public benefit corporation** whose board of directors report to the city's Office of Transportation; and operated and maintained by local transit authority, TriMet.
- Capital cost of approximately $103,150,000

Lessons Learned:

- The first new streetcar system in the U.S. since World War II to use modern vehicles.
- $6B in redevelopment contributed to Streetcar.
- In contrast with **light rail transit**, generally not separated from other traffic or given any **traffic signal priority** over other vehicles.
- Each streetcar is 66 ft long, compared to 75-95 ft for light rail cars.

Agenda

1. Recap of Quarterly Briefing
2. Transportation Investment Act Segments
    1. Identification of Potential Segments
    2. Review of Transportation Investment Act Candidates
3. Q&A
4. Breakout Groups
5. Wrap-up

Transit Implementation Strategy

Station Area Types for the Atlanta BeltLine



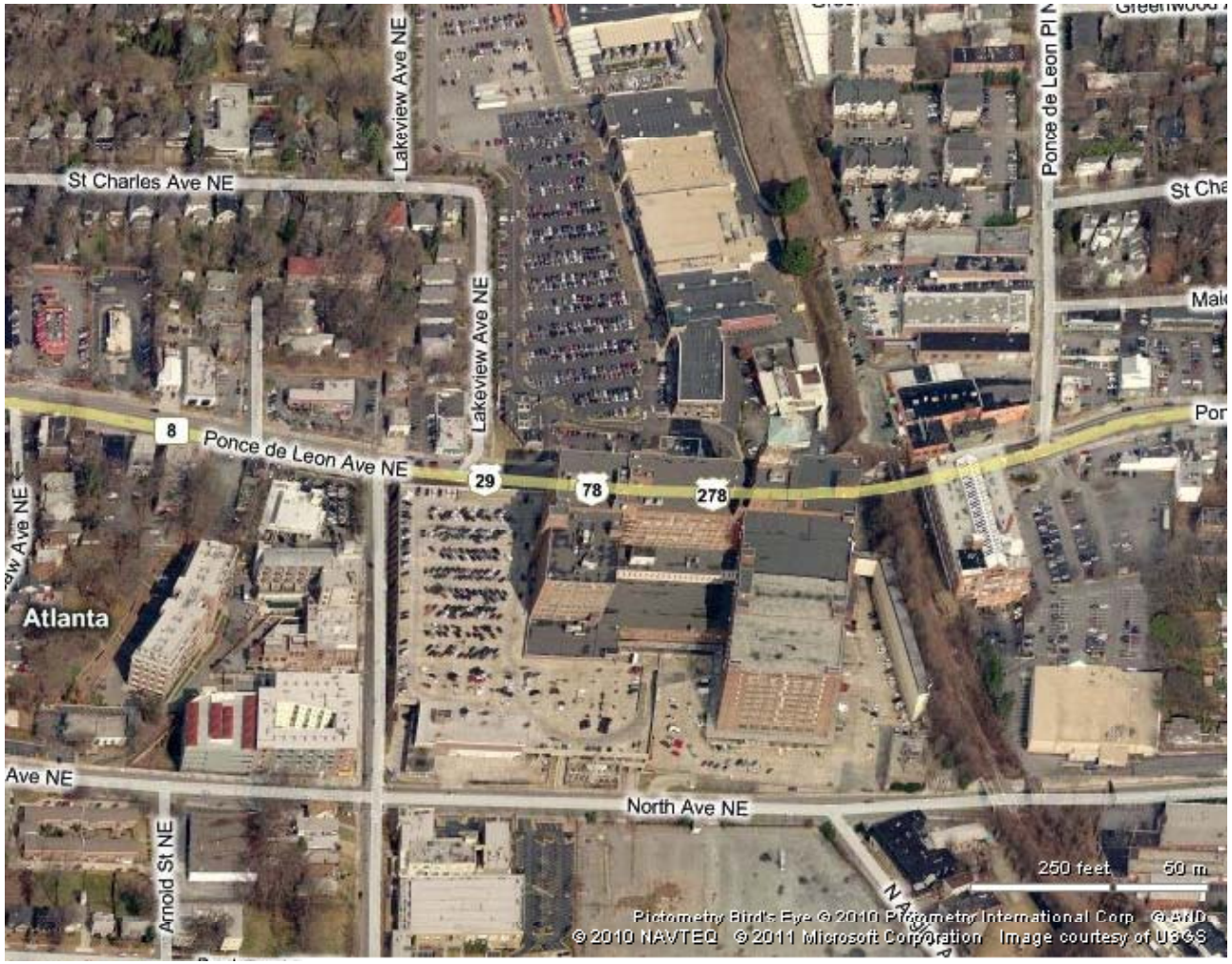
Piedmont Hospital and surrounds

Regional and Urban Center stations are transit destinations that produce transit trips.

- Downtown, Midtown, Cumberland, Piedmont Hospital
- 14,000+ workers and residents within ½ mile (transit supportive)

Transit Implementation Strategy

Station Area Types for the Atlanta BeltLine



City Hall East

Transit Communities produce and attract transit trips, depending on land use mix.

- City Hall East, Edgewood and the Atlanta BeltLine
- Typically have 7,000+ workers and residents and support rail transit (transit supportive)

Transit Implementation Strategy

Station Area Types for the Atlanta BeltLine



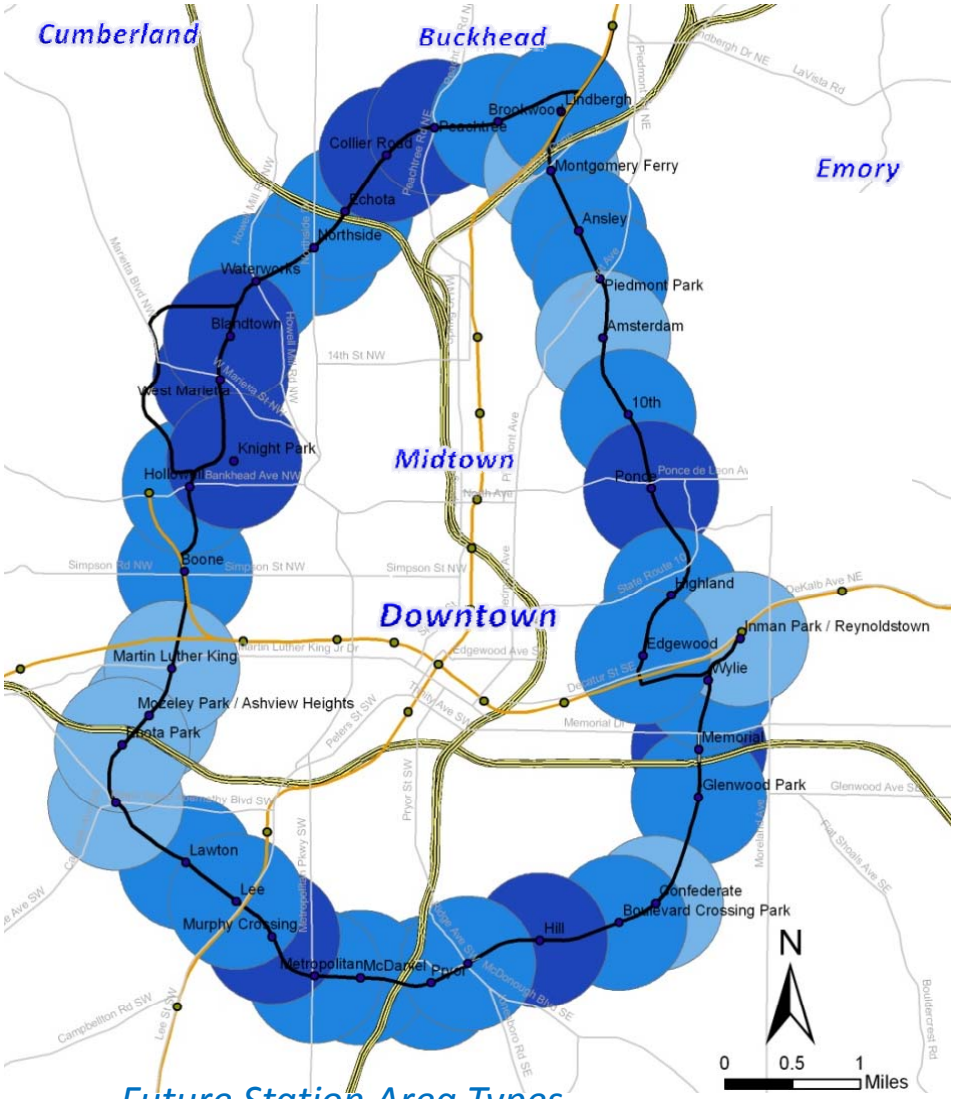
Atlanta BeltLine and Hill Street

Urban Neighborhoods and **Transitioning Neighborhoods** are do not produce or attract significant transit trips.

- Montgomery Ferry, Murphy Crossing, Boulevard Crossing
- Under 4,000+ workers and residents (not currently very transit supportive)

Transit Implementation Strategy

Station Area Types - Atlanta BeltLine after Redevelopment



Future Station Area Types

Stations	Existing	**Future**	Change
Regional	**0**	**0**	**-**
Urban Center	2	**9**	+7
Transit Community	6	**21**	+15
Urban Neighborhood	17	**8**	-9
Transitioning Neighborhood	13	**0**	-13

Short Term Conditions: Initial Conclusions (the next 3-10 years)

1. Station areas will be mix of Transit Communities, Urban Neighborhoods and Transitioning Neighborhoods that will:

   - Be mostly residential in nature;
   - In aggregate produce significant numbers of trips destined for locations outside the corridor;
   - To address existing congestion issues the Atlanta BeltLine corridor needs to connect to job centers



Redevelopment along the LRT / Greenway in Bilbao, Spain

Transit Implementation Strategy

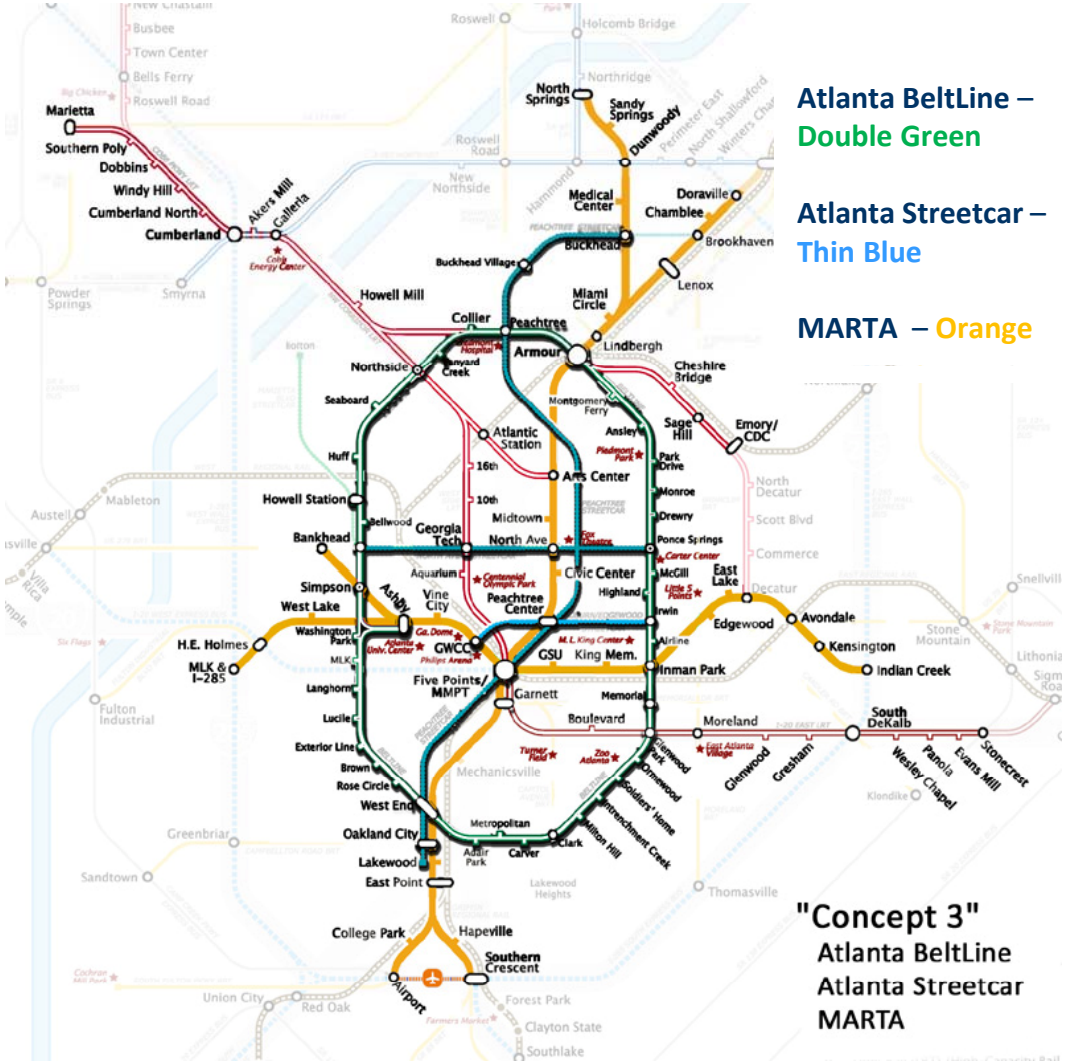
Progress Update on Initial Findings

Short Term Conditions: Initial Conclusions (the next 3-10 years)

2. Due to these projected conditions, combining Atlanta BeltLine with on-street segments is key to success

   - Break the Atlanta BeltLine into **multiple segments** for implementation

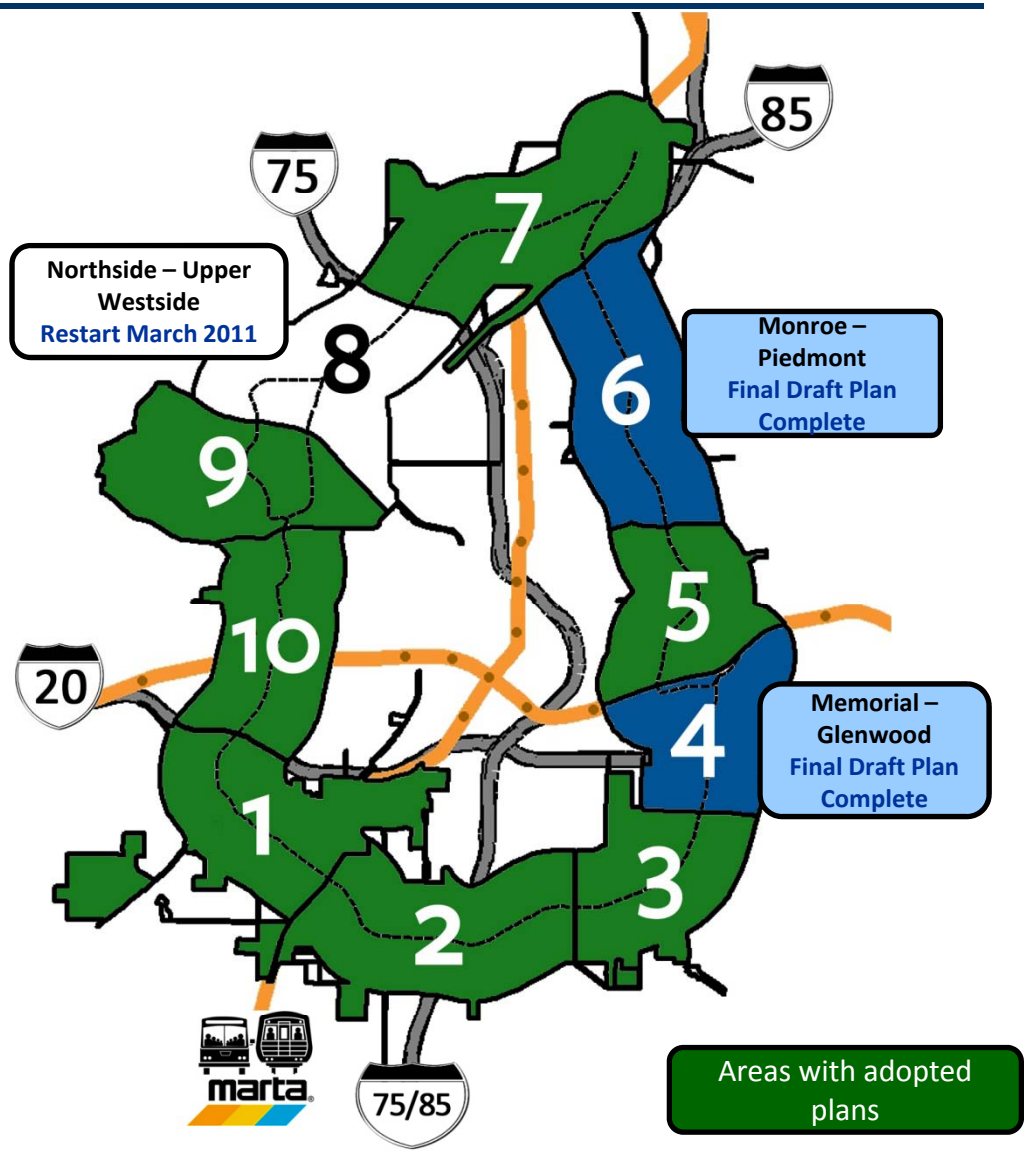
   - Include combining the Atlanta BeltLine with **streetcar segments running on city streets** to connect to existing activity centers (transit destinations)



Short Term Conditions: Initial Conclusions (the next 3-10 years)

3. Subarea master planning drives transit supportive land use and infrastructure projects:

   - 7 of 10 plans adopted
   - Areas without adopted transit supportive and efficient land use plans will be less competitive for transit funding.



Long Term Conditions and Opportunities

1. Station areas will become Transit Communities and Urban Centers. These station types would:
   - Typically be served by a single streetcar or LRT line;
   - Still need connections to Regional Centers
   - Support significant circulation from station to station along the corridor.



A mature LRT node in Bilbao, Spain

Agenda

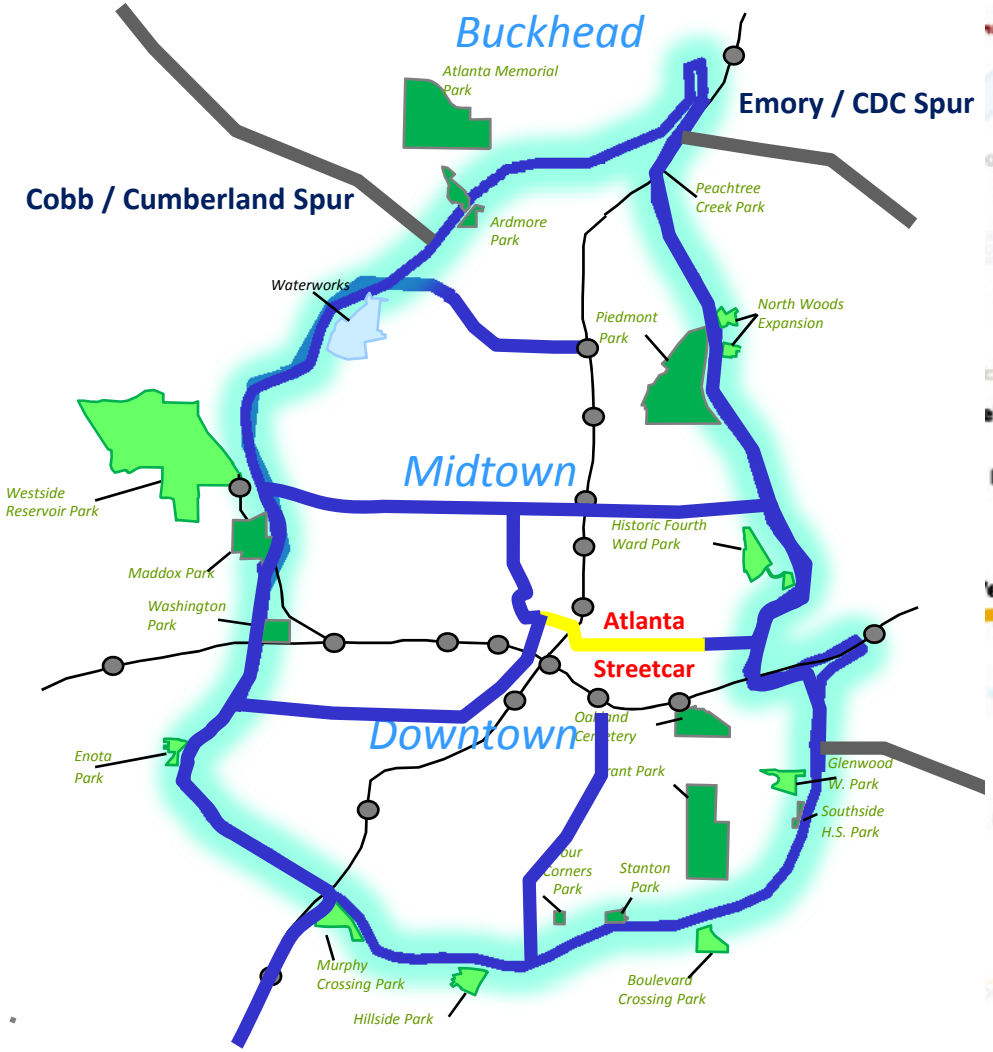
1. Recap of December 2010 Quarterly Briefing
2. Atlanta BeltLine Transit Segments
    1. Potential Segments
    2. Review of Transportation Investment Act Candidates
3. Q&A
4. Breakout Groups
5. Wrap-up

Transportation Investment Act Schedule

1. March 2011 – Submit candidate projects to regional Round Table
2. August 2011 – Regional Round Table selects draft list of projects
3. October 2011 – Final list of projects
4. August 2012 – 10-county referendum on 1 cent sales tax
5. January 2013 – If referendum passes, 1 cent sales tax is implemented

Transit Implementation Strategy

Transportation Investment Act Candidates





City Segments — City- County Segments — MARTA

Transit Implementation Strategy

Guiding Principles for Screening TIA Segments

Project Readiness (25%)

- *ROW does not use active freight**
- Project cost under $500M*
- *Included in Connect Atlanta or Concept 3**
- *Time to deliver / level of effort & complexity*
- Does the community support a full range of BeltLine objectives

Practicality / Ridership (25%)

- *Must have direct connection to MARTA and to a major employment center**
- *Population + Workers near corridor (Initial)*
- *Provides an alternative to a congested route*

Equity (25%)

- Serves transit dependant population
- Project area is underserved by fully funded or completed Atlanta BeltLine projects

Financial Leverage (15%)

- % cost in the Atlanta BeltLine loop
- Potential Capital and Operations Partners (Universities, Major businesses, CIDs, replacing existing bus or shuttle service)

Development Impact (10%)

- Transit supportive buildout potential
- Market potential

Italics text Indicates Key Criteria to Align with Transportation Investment Act

* Threshold

Transit Implementation Strategy
Transportation Investment Act Candidates

- For your consideration tonight are ONLY those segments that could be candidates for TIA funding
- The Transit Implementation Strategy will identify funding sources for all segments of the Atlanta BeltLine
- The Transit Implementation Strategy and additional opportunities for public input will be ongoing throughout the Spring and Summer of 2011

Transit Implementation Strategy

Railroad Constraints

Working with the railroads and regional partners to gain access to transit route in the NW and SE will take time:

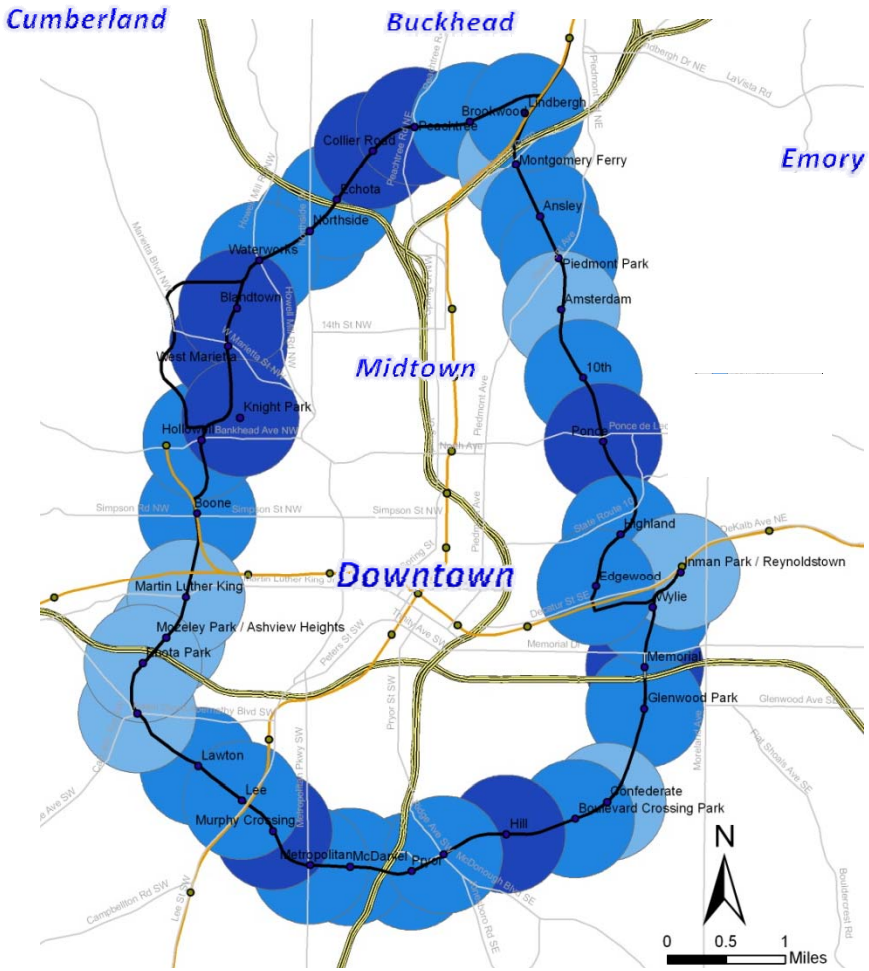
- Railroads have significant business interests along the corridor;
- A solution is required for the Howell Junction rail interchange which will be complex and costly;
- Design of Atlanta BeltLine parallel to active freight and existing neighborhoods will require significant time due to complex rail interaction issues.



Active Railroads in NW and SE are Constraints for the Atlanta BeltLine

Transit Implementation Strategy

Station Area Types - Atlanta BeltLine after Redevelopment

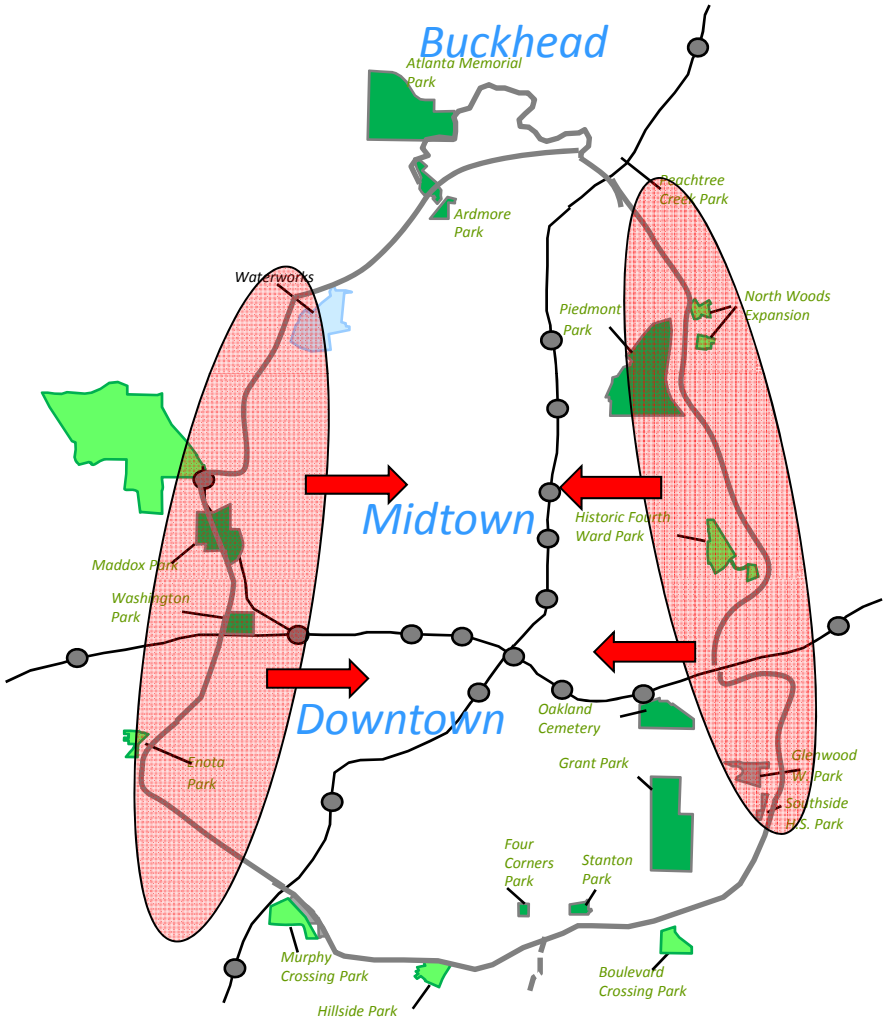


Future Station Area Types

Stations	Existing	
Regional	**0**	
Urban Center	2	
Transit Community	6	
Urban Neighborhood	17	
Transitioning Neighborhood	13	

Transit Implementation Strategy

Draft Screening Results

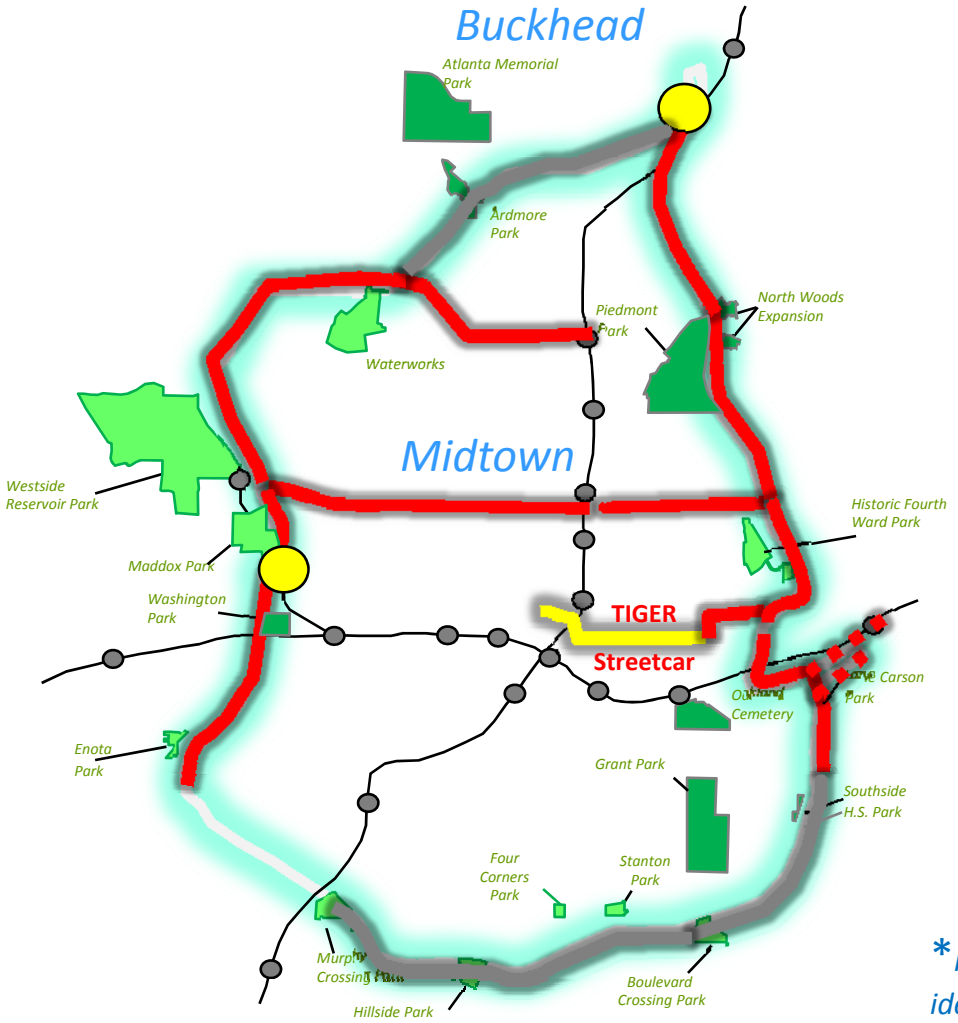


Highest Scoring Segments Comprised of:

- West side of Atlanta BeltLine to Downtown and Midtown
- East side of Atlanta BeltLine to Downtown and Midtown
- Key factors affecting scoring:
  - Connections to activity centers
  - Right-of-way control,
  - Lack of active freight,
  - Transit dependent service
  - Potential ridership
- Atlanta BeltLine combined with regional LRT projects scored well in some cases, but set aside lower due to higher cost ($500 M+) and longer implementation time table.

Transit Implementation Strategy

Candidate Segments for Transportation Investment Act (TIA)*

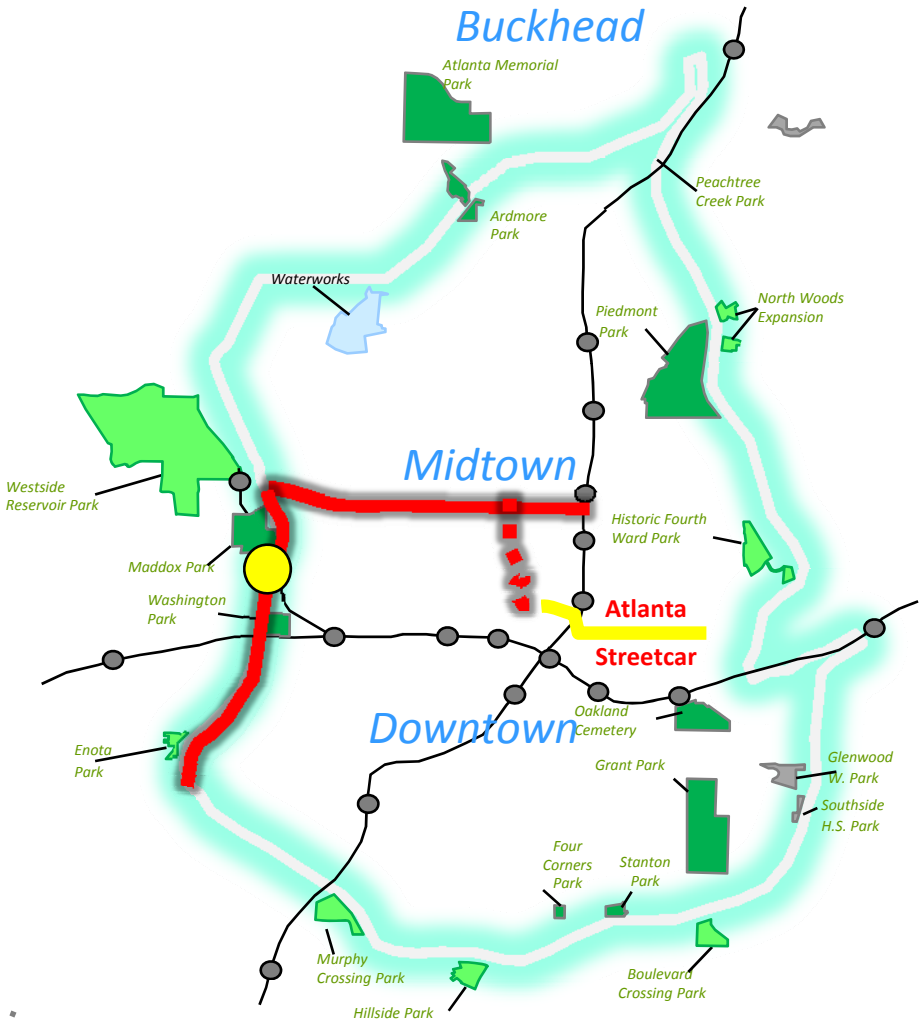


- Candidate Projects for TIA
- Atlanta BeltLine Corridor
- Existing MARTA Rail
- Potential Infill Station
- Existing Active Freight Rail

For all segments not considered for TIA, other funding sources will be identified in the ongoing Transit Implementation Strategy

Transit Implementation Strategy

West End to Midtown Segment



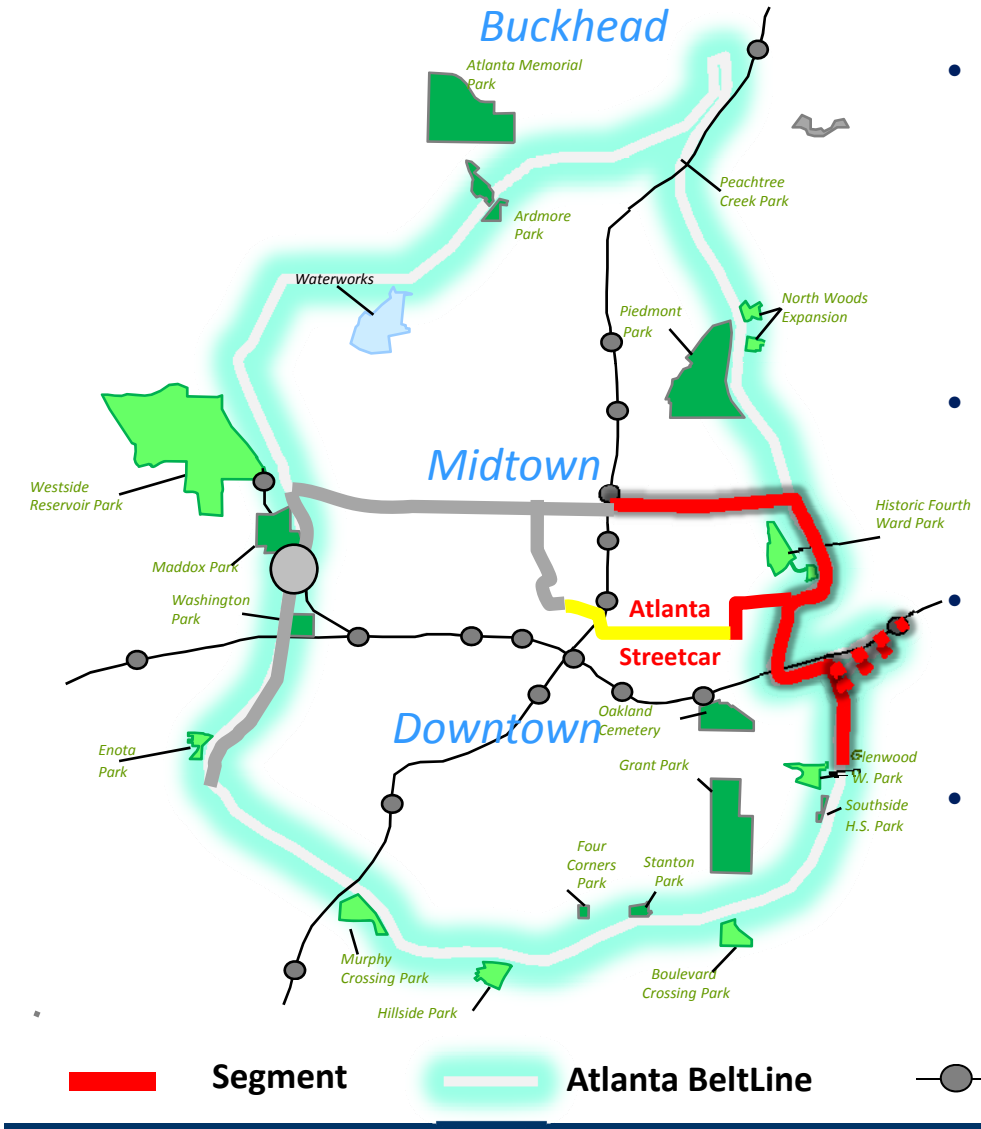
Description

- Starts at RDA/Cascade and travels along the L&N BeltLine to Boone Street. At Boone, the alignment shifts to follow CSX ROW along east edge of Maddox Park and City facilities. At DL Hollowell the alignment transitions out of the railroad ROW to travel eastbound on street. At Northside Drive the alignment turns south. At North Avenue the alignment turns east and continues to the end of this segment at North Avenue MARTA Station.
- To provide connectivity to MARTA this alignment assumes infill stations at Murphy Street and Boone Street.
- This concept includes using the streetcar maintenance facility at I-75 and Edgewood Avenue. The dashed line shows the connection that would be required to provide access to the yard.
- Length: 2.55 miles in corridor, 3.24 miles on-street
  - Connection to Atlanta Streetcar: 1 mile

Segment **Atlanta BeltLine** **MARTA** **Potential Infill Station**

Transit Implementation Strategy

Glenwood Park to Midtown

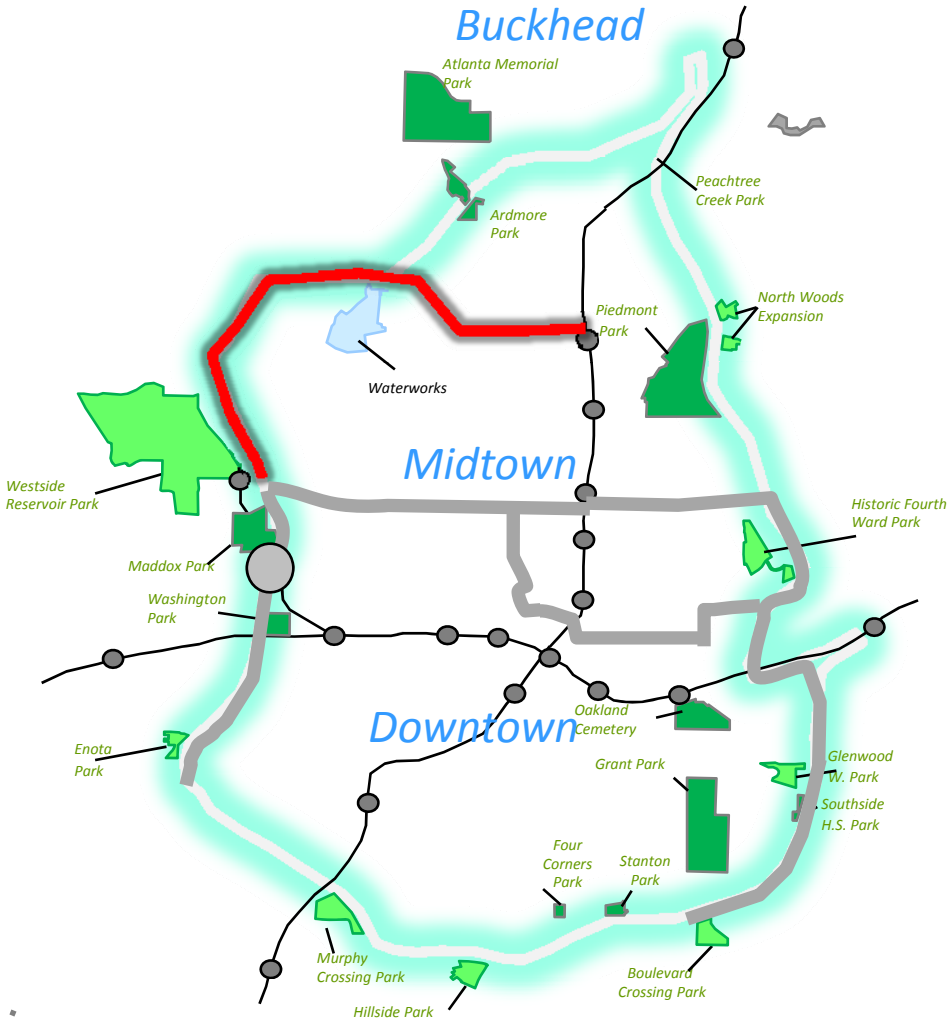


Description

- Starts at Glenwood Park Redevelopment Node and follows Bill Kennedy Way to the A&WP BeltLine. The alignment continues north to Hulsey Yard where it enters a tunnel. North of Hulsey Yard the alignment follows the Decatur Belt to North Avenue where it transitions to westbound on-street operations. It follows North Avenue to North Avenue MARTA Station.
- No direct connectivity to the MARTA East Line is proposed as part of this concept. An optional connection could occur at Inman Park-Reynoldstown MARTA station if the alignment went under the east side of Hulsey Yard.
- This concept includes an extension of the Atlanta Streetcar to connect with the Atlanta BeltLine. This would provide access to the streetcar maintenance facility at I-75 and Edgewood Avenue.
- Length: 2.91 miles in corridor, 2.5 miles on-street
  - North Avenue MARTA to ABL to Irwin to TIGER Streetcar at Jackson (1.15 in/2.05 out)
  - ABL/Irwin to Bill Kennedy Way/Glenwood Avenue (1.76 miles inside)

Transit Implementation Strategy

Bankhead MARTA to Midtown

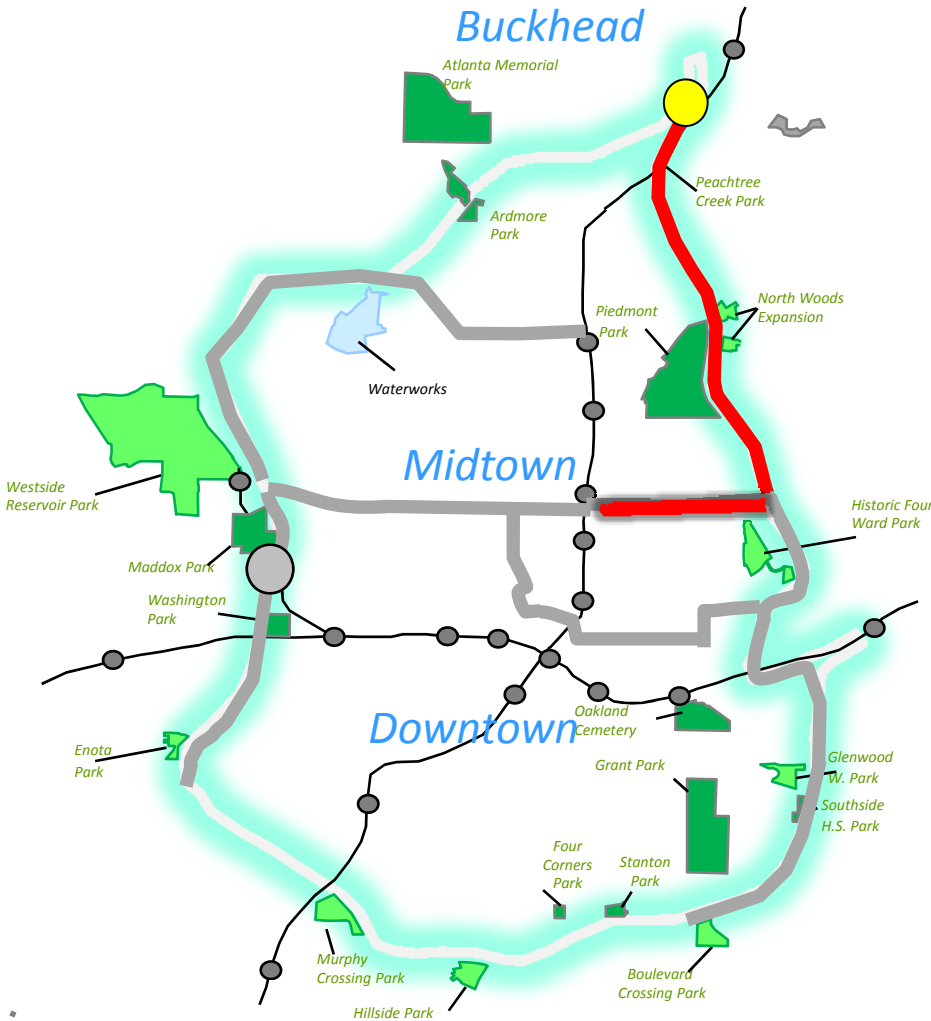


Description

- Starts at Bankhead MARTA Station and goes east on-street along DL Hollowell to Marietta Boulevard where it turns north and continues to Elaine Avenue. At Elaine Avenue it turns east and crosses Ellsworth Industrial Way and parallels the Georgia Power easement transitioning onto elevated structure to cross the CSXT line west of Howell Mill Road. At Howell Mill Road the alignment turns southbound on-street and then turns east to follow 17th Street through Atlantic Station to Peachtree Street where it turns south to access the Arts Center MARTA Station.
- This concept would access the maintenance yard at I-75 and Edgewood via the Phase 1 project.
- No new connectivity to the MARTA system is required in this option beyond the existing stations.
- Length: 2.54 miles in corridor, 2.05 miles on-street

Transit Implementation Strategy

Armour Yard to Midtown



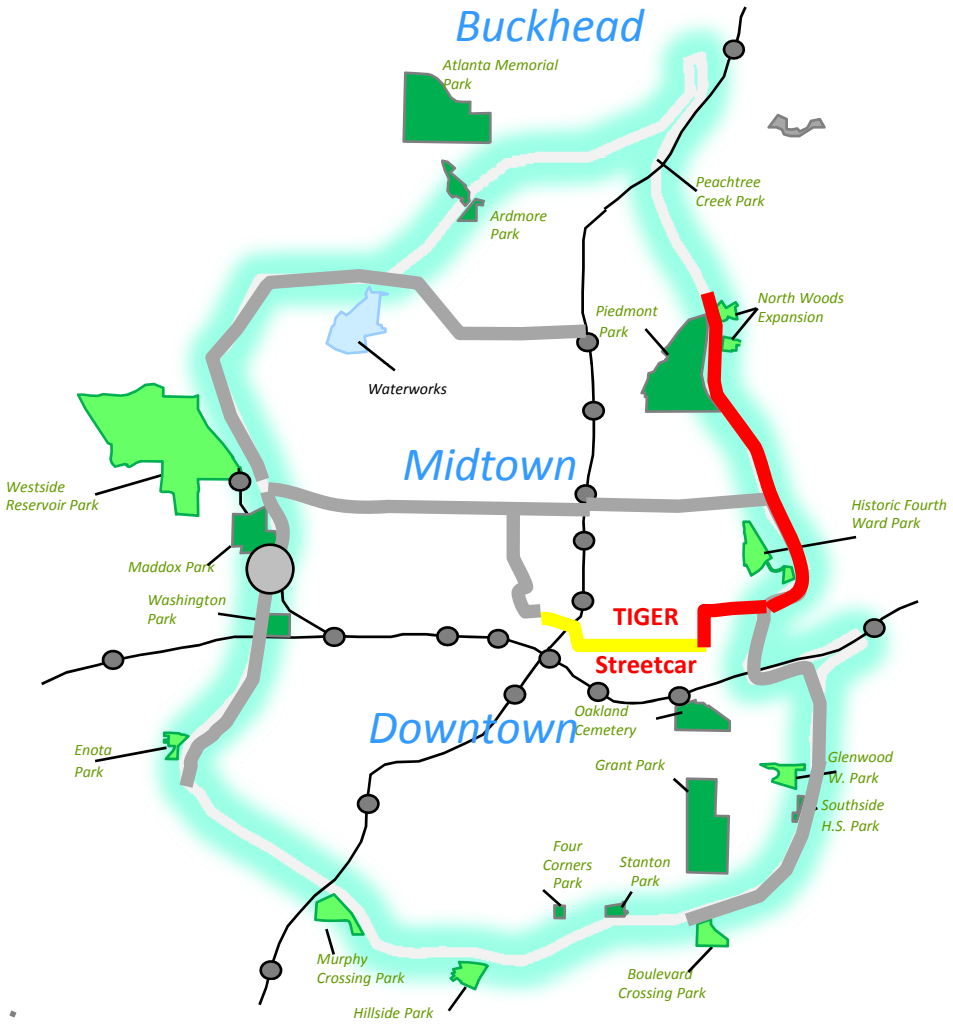
Description

- Starts at North Avenue MARTA Station and follows North Avenue on street to the Atlanta BeltLine Decatur Belt where it turns north. The alignment continues north past Piedmont Park to I-85, where it utilizes the existing railroad wye to cross over Buford Highway and under I-85. The alignment ends at an infill station on the MARTA line at Armour Yard.
- This concept would include the construction of a new maintenance yard at the Armour Yard area to expand the maintenance capacity for the now significant streetcar/LRT system.
- A new infill station on the MARTA line at Armour Yard is included as part of this concept.
- Length: 3.21 miles in corridor
  - ABL/North Avenue to ABL/Piedmont Road (1.77 miles)
  - ABL/Piedmont Road to Armour Yard Infill Station (1.44 miles)

Segment **Atlanta BeltLine** **MARTA** **Potential Infill Station**

Transit Implementation Strategy

Downtown to Ansley Mall Concept



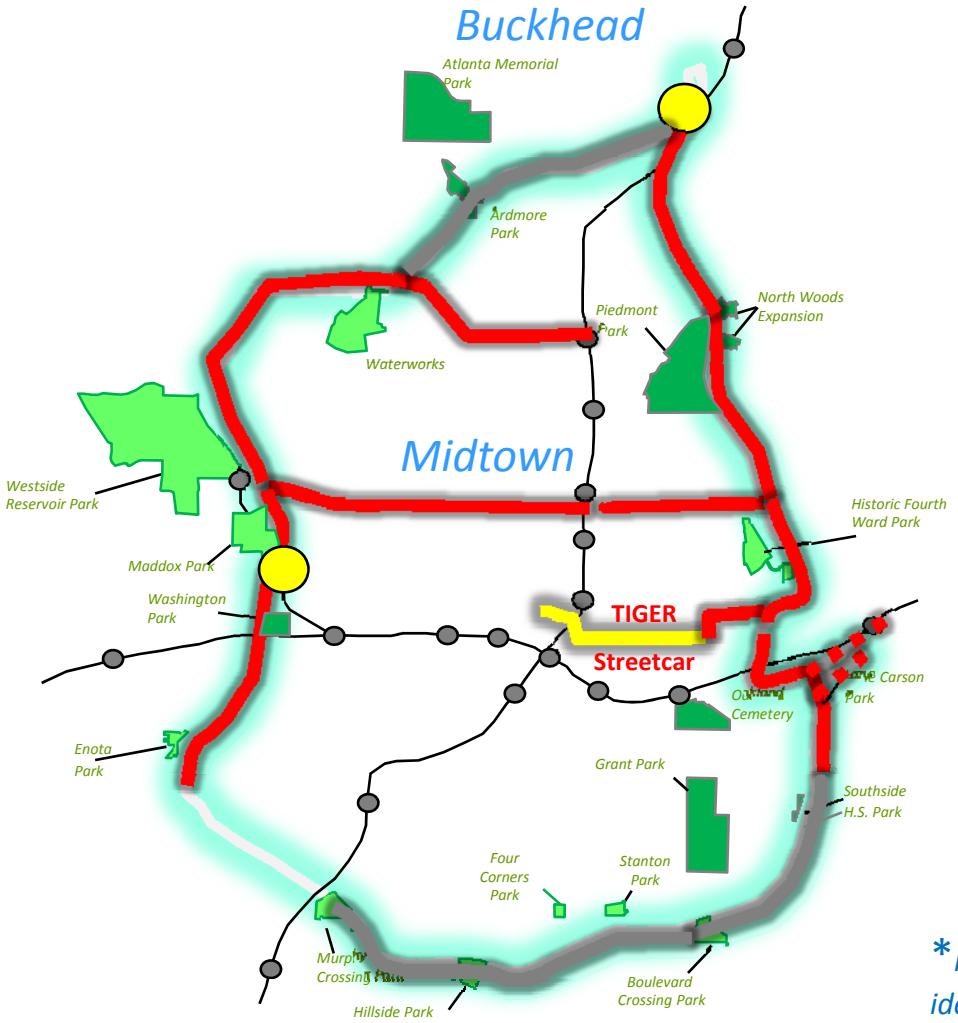
Conceptual Description

- Starts at Jackson Street/Auburn Avenue and proceeds north on Jackson to Irwin. The alignment continues east on Irwin to the Atlanta BeltLine corridor. It runs north in the corridor to Ansley Mall, passing through Inman Park Village, City Hall East, Historic 4th Ward Park and Piedmont Park.
- Length: 3.65 miles
  - Jackson/Auburn to ABL Corridor/Irwin (0.7 miles)
  - ABL Corridor/Irwin to Ansley Mall (2.95 miles)

Segment **Atlanta BeltLine** **MARTA** **Potential Infill Station**

Transit Implementation Strategy

Candidate Segments for Transportation Investment Act (TIA)*



- Candidate Projects for TIA
- Atlanta BeltLine Corridor
- Existing MARTA Rail
- Potential Infill Station
- Existing Active Freight Rail

For all segments not considered for TIA, other funding sources will be identified in the ongoing Transit Implementation Strategy

Agenda

1. Recap of December 2010 Quarterly Briefing
2. Atlanta BeltLine Transit Segments
3. Q&A
4. Breakout Groups
5. Wrap-up

Agenda

1. Recap of December 2010 Quarterly Briefing
2. Atlanta BeltLine Transit Segments
3. Q&A
4. Breakout Groups
5. Wrap-up

Agenda

1. Recap of December 2010 Quarterly Briefing
2. Atlanta BeltLine Transit Segments
3. Q&A
4. Breakout Groups
5. Wrap-up