Atlanta BeltLine, Inc.
Citywide Briefing 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

February 17, 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
The transit vision for the Atlanta BeltLine was the focus of the redevelopment plan.
Transit Implementation Process
Two Routes to Constructing Transit

Locally and/or Opportunistically Funded
TIA, TAD, TIGER, “Small Starts”

- Corridor Design
- EA & Construction
- In Service

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

- Tier 1 E.I.S.
- Segment Analysis - Tier 2 - Engineering - Construction
- In Service

Characteristics: City serving, complex design and construction, multiple stakeholders, higher cost and impacts, right-of-way challenging to acquire
Transit Implementation Strategy
Schedule and Progress Update

Consultant Procurement

Hired HDR led team to complete Transit Implementation Strategy and Support RST 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
• Perkins and Will
• Kimley-Horn
• Clearview Strategies
Transit Implementation Strategy
Outreach, Education and Input

<table>
<thead>
<tr>
<th>General Public and Stakeholders</th>
<th>Stakeholder and Technical Advisory Committees continued</th>
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</thead>
<tbody>
<tr>
<td>• December 2010 Quarterly Briefing</td>
<td>Regional and State Transportation Agencies</td>
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<tr>
<td>• 2 Citywide Briefings – Tonight and Summer 2011</td>
<td>• ARC, GRTA, GDOT, SRTA</td>
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<td>• Study group meetings in March 2011</td>
<td>Business Community</td>
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<tr>
<td>• Briefings to stakeholder groups</td>
<td>• Atlanta BeltLine Partnership</td>
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<td>• Tax Allocation District Advisory Committee</td>
<td>• Atlanta Committee for Progress</td>
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<td>• Community Improvement Districts</td>
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<td>• Metro Atlanta Chamber of Commerce</td>
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**Stakeholder and Technical Advisory Committees**

**Project Partners**

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

**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

<table>
<thead>
<tr>
<th>Primary Tasks</th>
<th>February</th>
<th>March</th>
<th>April</th>
<th>May</th>
<th>June</th>
<th>July</th>
<th>August</th>
<th>September</th>
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<tbody>
<tr>
<td>1.0 - Stakeholder, Business, Agency and Community Engagement</td>
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<td>3.0 - Financial Planning</td>
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<td>4.0 - Identification and Evaluation of 5-Year Segments</td>
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<td>5.0 - Detailed Implementation Plan for Selected 5-Year Segments</td>
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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
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2. Transportation Investment Act Segments

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5. Wrap-up
HB 277: Transportation Investment Act of 2010
Project/Program Selection Process

1 Spring/Summer 2010
Planning Director submits recommended criteria for TSPIOST 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
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
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
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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

- 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
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

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

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

<table>
<thead>
<tr>
<th>Stations</th>
<th>Existing</th>
<th>Future</th>
<th>Change</th>
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<tbody>
<tr>
<td>Regional</td>
<td>0</td>
<td>0</td>
<td>-</td>
</tr>
<tr>
<td>Urban Center</td>
<td>2</td>
<td>9</td>
<td>+7</td>
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<tr>
<td>Transit Community</td>
<td>6</td>
<td>21</td>
<td>+15</td>
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<tr>
<td>Urban Neighborhood</td>
<td>17</td>
<td>8</td>
<td>-9</td>
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<tr>
<td>Transitioning Neighborhood</td>
<td>13</td>
<td>0</td>
<td>-13</td>
</tr>
</tbody>
</table>
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)
Transit Implementation Strategy
Subarea Master Planning

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.
Transit Implementation Strategy
Progress Update on Initial Findings

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
Transit Implementation Strategy
Schedule and Progress Update

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

- Preliminary screened over 20 potential segments
- Included Atlanta BeltLine segments
- Also included Atlanta BeltLine’s "purs"
- Based on Connect Atlanta Plan and Concept 3 plan
- Resulted in 7 high scoring corridors that were under $500 million in cost

Map showing various segments and parks:
- Buckhead
- Emory / CDC Spur
- Cobb / Cumberland Spur
- Midtown
- Downtown
- Atlanta Streetcar

Legend:
- City Segments
- City-County Segments
- MARTA

Map credit: Atlanta BeltLine
### Transit Implementation Strategy

**Guiding Principles for Screening TIA Segments**

<table>
<thead>
<tr>
<th>Project Readiness (25%)</th>
<th>Equity (25%)</th>
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<tbody>
<tr>
<td><em>ROW does not use active freight</em></td>
<td>Serves transit dependant population</td>
</tr>
<tr>
<td>Project cost under $500M*</td>
<td>Project area is underserved by fully funded or completed Atlanta BeltLine projects</td>
</tr>
<tr>
<td><em>Included in Connect Atlanta or Concept 3</em></td>
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<tr>
<td><em>Time to deliver / level of effort &amp; complexity</em></td>
<td></td>
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<tr>
<td>Does the community support a full range of BeltLine objectives</td>
<td></td>
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<table>
<thead>
<tr>
<th>Practicality / Ridership (25%)</th>
<th>Financial Leverage (15%)</th>
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<tr>
<td><em>Must have direct connection to MARTA and to a major employment center</em></td>
<td>% cost in the Atlanta BeltLine loop</td>
</tr>
<tr>
<td>Population + Workers near corridor (Initial)</td>
<td>Potential Capital and Operations Partners (Universities, Major businesses, CID, replacing existing bus or shuttle service)</td>
</tr>
<tr>
<td>Provides an alternative to a congested route</td>
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*Italics text Indicates Key Criteria to Align with Transportation Investment Act*

* Threshold
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

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</tbody>
</table>

*Future Station Area Types*
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
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
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)
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
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