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
Community Engagement

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
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

- 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

- 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 ¼ mile or 2-3 city blocks)
• 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
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
// Criteria for Future Expansion

- 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

- 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
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

- 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
// Thank You

Citywide Conversation
April 23, 2015