Comprehensive Vision

Atlanta BeltLine Overview

- Connects 45 neighborhoods
- 22% of City of Atlanta population lives in the Atlanta BeltLine planning area
- 19% of the City’s land mass is inside the Atlanta BeltLine planning area
- 40% increase in Atlanta’s parkland
Key Elements

Transit
22-mile loop

Parks
1300 new acres

Trails
33 miles

Economic Development
30k jobs

Affordable Housing
5,600 Units

Historic Preservation

Public Art & Urban Design

Environmental Clean-up
1100 acres
Where we are now?

• One of the nation’s worst commute times at 60.2 minutes
• With expected growth, our roads and air will only get worse
• The region is losing business
• Dwindling Transportation funds - State gas tax revenue has lost buying power
• Federal transportation funding may be cut by 25-30%
Where are we going?

Metro Atlanta is known for great vision and leadership.

What will be our legacy in the years to come?
Opportunity

State law passed in 2010

- 1 penny sales tax for transportation that expires after 10 years
- 12 individual regions statewide
- Metro region includes 10 counties that vote TOGETHER:
  - Cherokee, Clayton, Cobb, DeKalb, Douglas, Fayette, Fulton, Gwinnett, Henry and Rockdale

Raises more than $8.5 billion over 10 years

- Projects picked by local officials after public input and cannot change during the 10 years
- 15% goes to local governments, local projects
- 85% goes to 157 regional projects

Vote on Transportation Sales Tax

- All 12 regions across Georgia vote July 31, 2012
- All money raised in a region, stays in that region
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# Referendum Project Mix

## Enhanced Transit
- New local bus routes in Clayton County
- Funding for existing services for GRTA Xpress
- Upgrades and renovations to MARTA trains and Airport station
- Regional Mobility Call Center

## Expanded Transit
- Atlanta BeltLine
- Atlanta Streetcar
- Clifton Corridor Transit
- Premium transit service from Acworth, Kennesaw, and Town Center to Midtown
- I-20 East transit corridor improvements

## Improved Bike / Pedestrian Access
- Doris Road multiuse path
- Glenwood Road corridor improvements
- Buford Highway pedestrian, landscape, and BRT improvements

## Improved Safety
- Traffic signal improvements in Midtown
- New alignments and / or road widenings on East Fayetteville Bypass, SR 120, SR 92, and SR 316 at US 29

## Road Widening
Road and corridor improvements to certain sections of the following:
- SR 120
- Sigman Road
- SR 140 (Cherokee / Fulton)
- US 23 and US 42

## Improved Traffic Flow
Interchange improvements to:
- I-285N at 400
- I-285W at I-20W
- I-20E at Panola
- I-85 at 285
- I-75 at Windy Hill
- I-85S at SR 74
Opportunity – Economic Impact

ARC Economic Modeling Results

Return on Investment:
In spending ~$8 billion for more than 150 projects, the region receives more than $34 billion (current dollars) back in Gross Regional Product by 2040.

Additional Jobs Supported:
Modeling results show that by 2040, the investment will create or support an additional 200,000 jobs, including those that are maintained year-over-year.

Increase in Personal Income:
Due to increased travel time savings and reduced fuel costs, regional residents will save more than $18 billion (current dollars) by 2040.
Opportunity – Travel Impact

ARC Travel Impact Analysis

24% → Average Decrease in Future Travel Delays:
For roadways improved through road widening, new construction and improved interchanges.

39% → Increase in Daily Transit Trips:
From 417,000 today to 580,000 daily transit trips.

700% → Increase in Accessibility:
For 700% more workers to reach the Emory/Clifton Corridor by bus or rail within 45 minutes.
For 18% more workers to reach jobs in the Cumberland-Galleria area by car within 45 minutes.
For an up to 8% increase in job accessibility in other key employment centers.
City of Atlanta Transit Initiatives

Key Facts

- 10.2 miles of rail transit (streetcar)
- ~50% on the Atlanta BeltLine Corridor
- ~50% on-street into regional job centers (Downtown and Midtown)
- Regional connectivity via MARTA system
• Direct connections to more than 100,000 jobs within a ¼ mile of the route.

• Direct connections for tens of thousands of students at Georgia Tech and GSU.

• Direct connections to MARTA at three stations.

• Direct, last mile connections to key regional destinations.
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