Atlanta BeltLine/Atlanta Streetcar System Plan

Citywide Briefing//February 25, 2014
Briefing Agenda

• Welcome
• Transit Vision
• Citywide Coordination
• Presentation: Streetcar System Plan
• Q & A
• Next Steps
Atlanta BeltLine/Atlanta Streetcar System Plan

Overview

A Supplement to the Connect Atlanta Plan and the ABI Strategic Implementation Plan (SIP)

Phasing of transit in SIP based on this strategy

Includes all streetcar lines in the Connect Atlanta Plan including Atlanta BeltLine

Project evaluation based on Equity, Readiness, Value Capture, Finance, Ridership

Significant stakeholder and public input garnered to date

Integrates Atlanta Streetcar lines and Atlanta BeltLine into a unified system
Atlanta BeltLine/Atlanta Streetcar System Plan

Overview

Project Partners

- City of Atlanta
- Invest Atlanta
- Atlanta BeltLine, Inc.
Purpose of City Council Adoption

City Council Adoption:

Recognizes that SSP is key supplement to the Connect Atlanta Plan

Supports City population and employment growth objectives

Adoption provides policy framework for expansion of Atlanta Streetcar to and along the Atlanta BeltLine corridor
1. Streetcars In Urban Areas
2. Background and Community Engagement
3. Corridor Refinement Process
4. Q & A
5. Next Steps
• Atlanta Streetcar will run both directions alongside the multi-purpose trail
• Will include stations, ticket vending machines, crossings, and frequent service
• Atlanta BeltLine/Atlanta Streetcar System is unique
Transit investments and adjacent redevelopment can create more walkable and vibrant neighborhoods

Helps City achieve employment and residential growth objectives
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The BeltLine
Ryan Gravel/CM Cathy Woolard (2003/04)

Concept 3
Adopted – Atlanta Regional Commission (2008)

Connect Atlanta Plan
Adopted – Atlanta City Council (2008)
Tier 1 Atlanta BeltLine Corridor Environmental Impact Statement Study

• 2008 - 12

Decisions

• General alignment/route
• Technology: Streetcar
• FTA Record of Decision 8/13
Continuous community engagement

- Citywide Conversation, 2/17/11
- Study Groups, 3/7-28/11
- Peak Democracy Online Survey, 3/2011
- SAC/TAC Meeting, 4/15/11
- SAC/TAC Meeting, 6/15/11
- Citywide Conversation, 6/30/11
- SAC/TAC Meeting, 9/23/11
- Citywide Conversation, 12/1/11
- 30 TIA Presentations 3/12 through 7/12
- NE Study Group, 2/9/12
- Westside Study Group, 2/28/12
- Crosstown Connections Evaluation Meetings, 14 meetings from 11/30/11-12/13/13
- **Citywide Briefing, 2/25/14**
- City of Atlanta CDHR Public Hearing 3/10/14
- CDHR Committee Meeting 3/11/14
- Transportation Committee Meeting 3/12/14
- City Council Meeting 3/17/14
• General public support for streetcar corridors that connect to job centers and serve the Atlanta BeltLine corridor.

• General public support for the following streetcar routes:
  • Crosstown routes
  • Routes serving neighborhoods and key destinations

• General public support for using the streetcar system to:
  • Serve existing riders and increase transit ridership
  • Address equity issues concerning the location and accessibility of jobs, economic development and rail transit services

A view along North Avenue from Ponce City Market and Historic Forth Ward Park to Downtown and Midtown
General public support for the following connections:

- Downtown and Midtown
- Universities
- Current Downtown Streetcar Project
- Grant Park/Zoo Atlanta
- Northwest Corridor to Cobb County
- Clifton Corridor
- I-20 East Corridor to DeKalb County
- Atlantic Station
- Piedmont Park
- MARTA Stations
- Connections to where there are gaps in the current MARTA rail network
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EVALUATE

Evaluate concept corridors based on 5 guiding principles:

**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

**Equity**
- Serves transit dependent 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, CID's, replacing existing bus or shuttle service)

**Development Impact**
- Percent of alignment in economic development area
- Redevelopment potential based on parcel utilization
Evaluation Process

**Screen 1:** Corridor Evaluation
- Screen 1a: Screening for Guiding Principles
- Screen 1b: Screening for Project Readiness

60 Miles

**Screen 2:** Segment Evaluation

35 Miles

**Detailed Analysis of Priority Segments and Project Prioritization**

19 Miles

**Phase 1 Segments**

11 Miles

**Near Term Priority**

**Phase 2 Segments**

8 Miles

**Phase 3 Segments**

16 Miles

**Phase 4 Corridors**

25 Miles

**Long Term Priority**
Atlanta BeltLine/Atlanta Streetcar System Plan

Phasing

63-mile system divided into 4 phases

**Downtown Streetcar:** 2.7 miles

**Phase 1:** 11.3 miles/$661M

**Phase 2:** 7.9 miles/$497M

**Phase 3:** 15.6 miles/$990M

**Phase 4:** 25.1 miles/$1.5B

- Phase 1 streetcar ridership estimated at over 14K daily riders
- Full buildout of Atlanta BeltLine and Atlanta Streetcar estimated (in 2012) to add $6.5B in development over 20 years
- Project phasing can change based on transit funding opportunities
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Questions?
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City of Atlanta Review, Approval and Adoption Process for supplement to the *Connect Atlanta Plan*

- Public Hearing March 10
- CDHR Committee Meeting March 11
- Transportation Committee March 12
- City Council Meeting March 17
Tier 2 Environmental Documentation

• ABI, Invest Atlanta and City taking next steps with FTA to apply for federal funding

Community Engagement

• Study Groups April/May
• Formation of Downtown/Midtown Streetcar Study Group