

The Peachtree Road Streetcar and What We Can Do About It.

Presentation to
The Buckhead Council of Neighborhoods
by Gordon Certain
President, North Buckhead Civic Association
October 8, 2015

Tuesday's Visit to
Downtown Atlanta Streetcar
Centennial Olympic Park to King Center

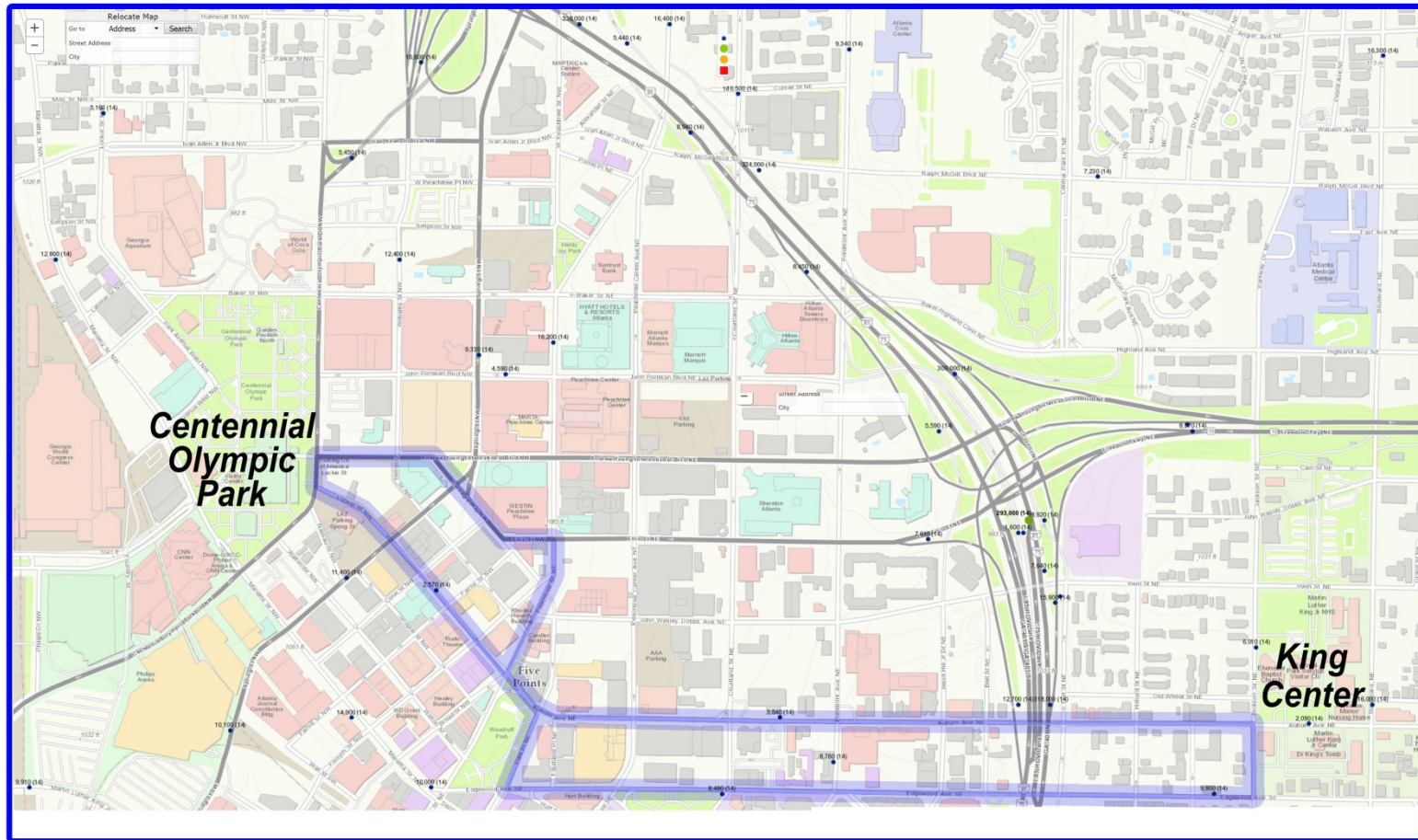
Downtown Atlanta Streetcar

- Peachtree Center Stop (Peachtree at Ellis)



Downtown Atlanta Streetcar

2.7 Mile Route – One-way Loop



Downtown Atlanta Streetcar

- 2 pm nice, clear Tuesday: Peachtree St. Traffic



Downtown Atlanta Streetcar

- Streetcar ~40% full: mostly locals, few tourists

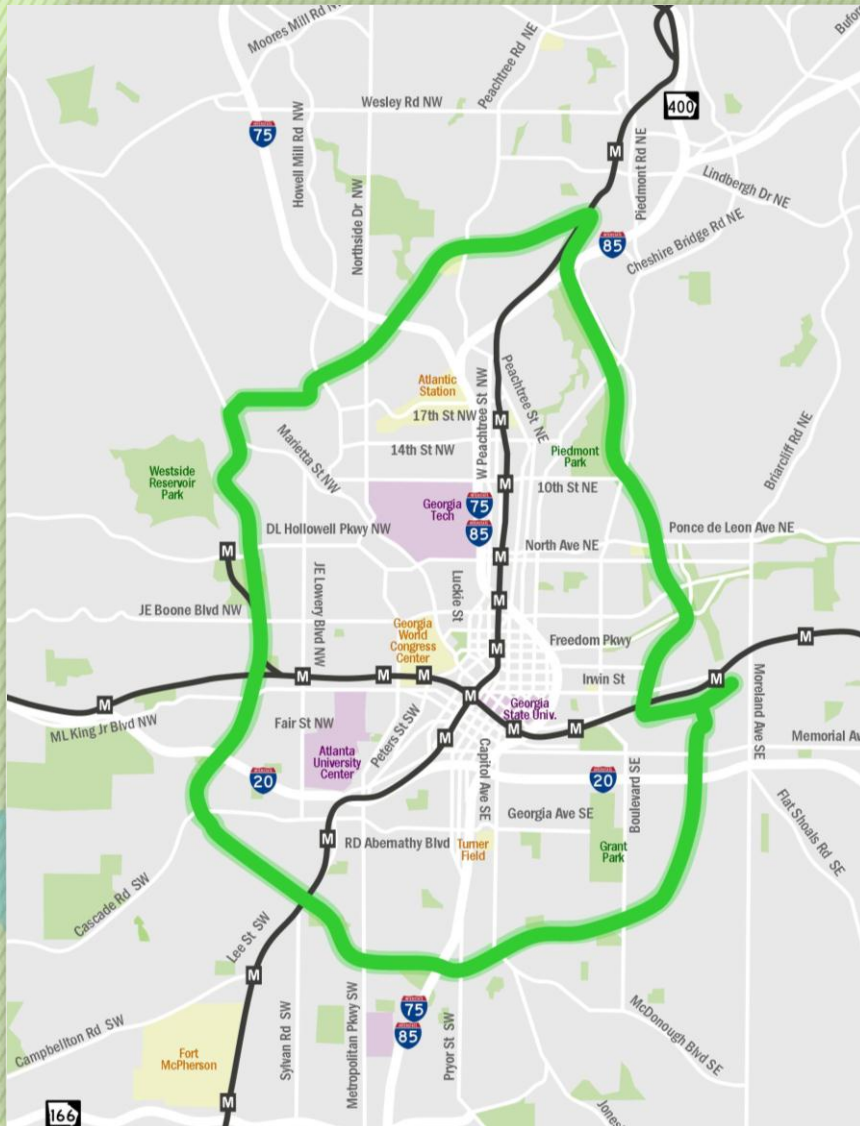


Downtown Atlanta Streetcar

- Centennial Olympic Park to King Center
- Traffic: Likely less than 6,400 vehicles/day
- Route Length: 2.7 miles (loop)
- Cost: \$100+ million
- 11 Passenger Stops (average $\frac{1}{4}$ mile apart)
- 29 Traffic Signals
- Route Speed: **5 MPH** ($\frac{1}{2}$ hour for 2.7 miles)
- Fare: Free through year end

Atlanta Beltline

A Refreshing Concept for Transit-supported Redevelopment of a 22-mile Ring Around Atlanta's Core.

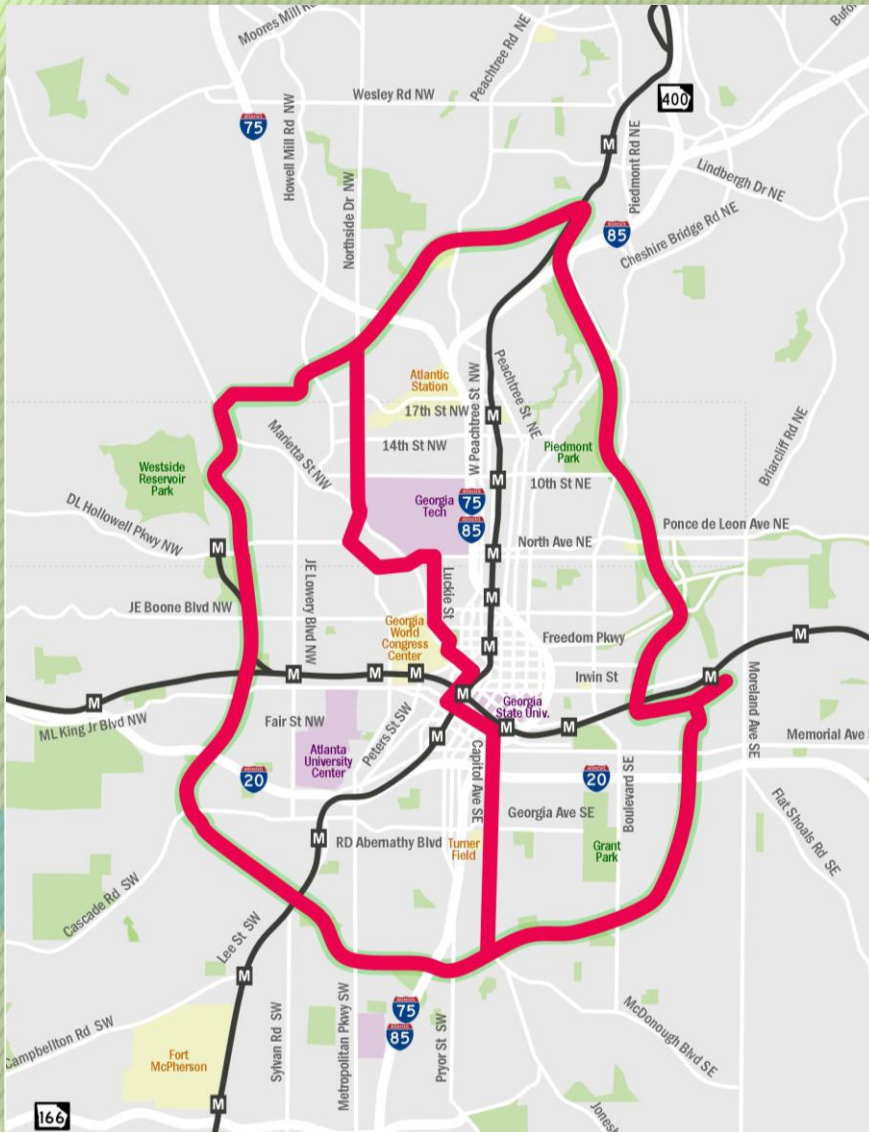


BeltLine Central Loop (Atlanta BeltLine)

- 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

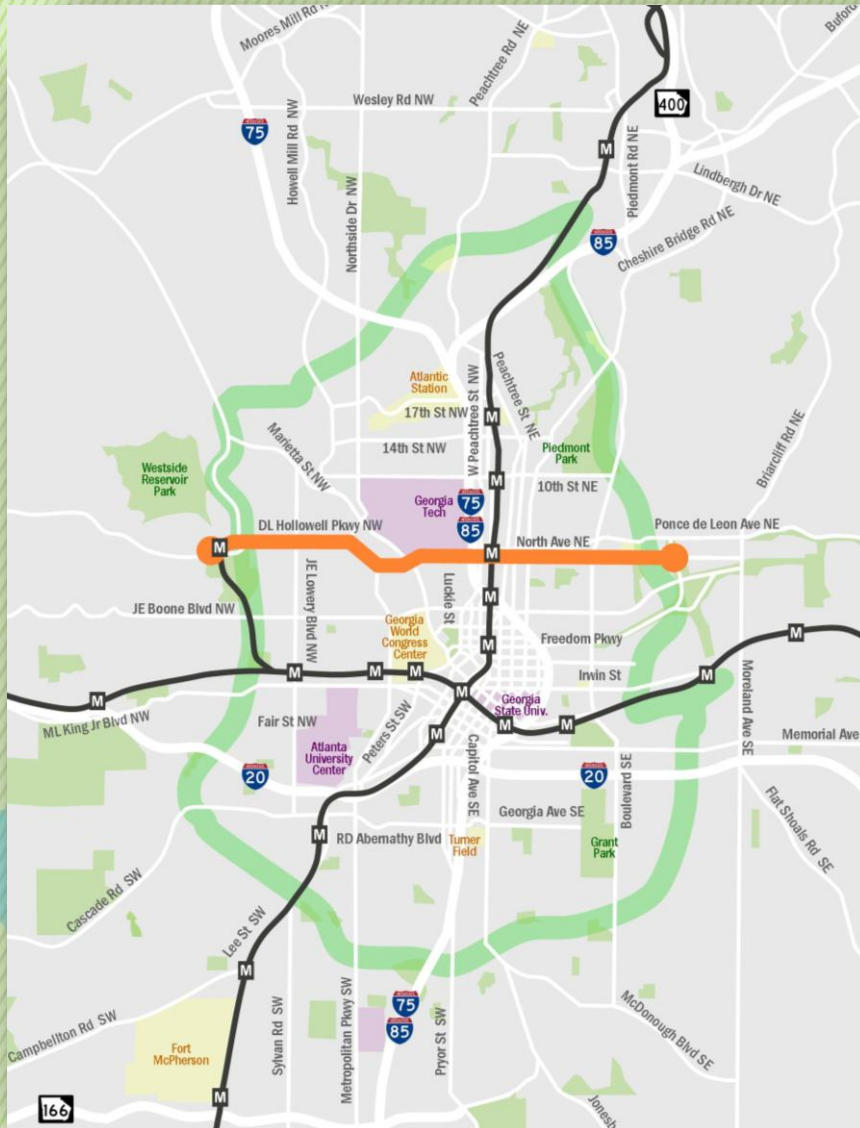
Beltline Mission Grows...

The Transportation Component Plan
(the Atlanta Streetcar) Grew Beyond
the Original 22-mile Tax Allocation
District.



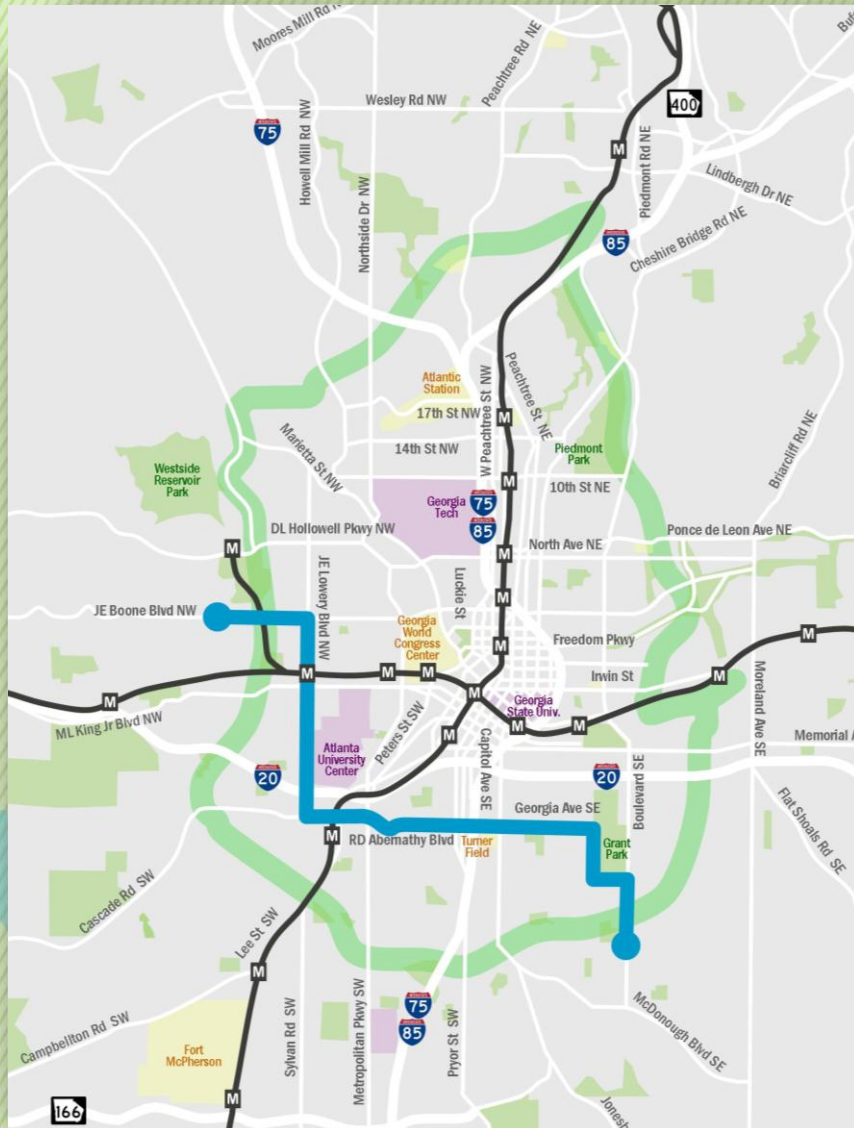
Crosstown Outer Loop (NW BeltLine to SE BeltLine)

- 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



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



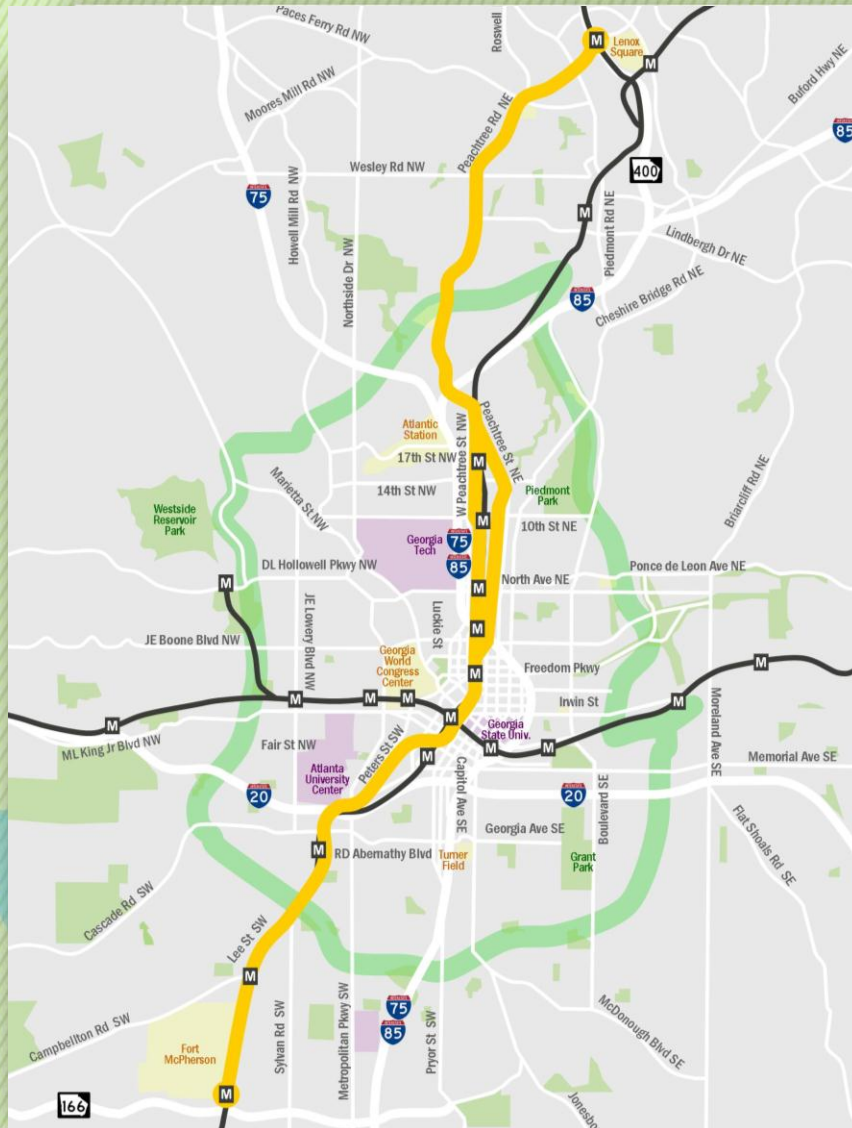
Crosstown Crescent Line (West BeltLine to SE BeltLine)

- 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 Mission Has Morphed Into a \$3 Billion 50+ Mile System

The Streetcar Plan Added a Line From
Ft. McPherson to the Buckhead MARTA
Station along Peachtree Road.

Plus We Get a City Streetcar
Organization Paralleling MARTA.



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

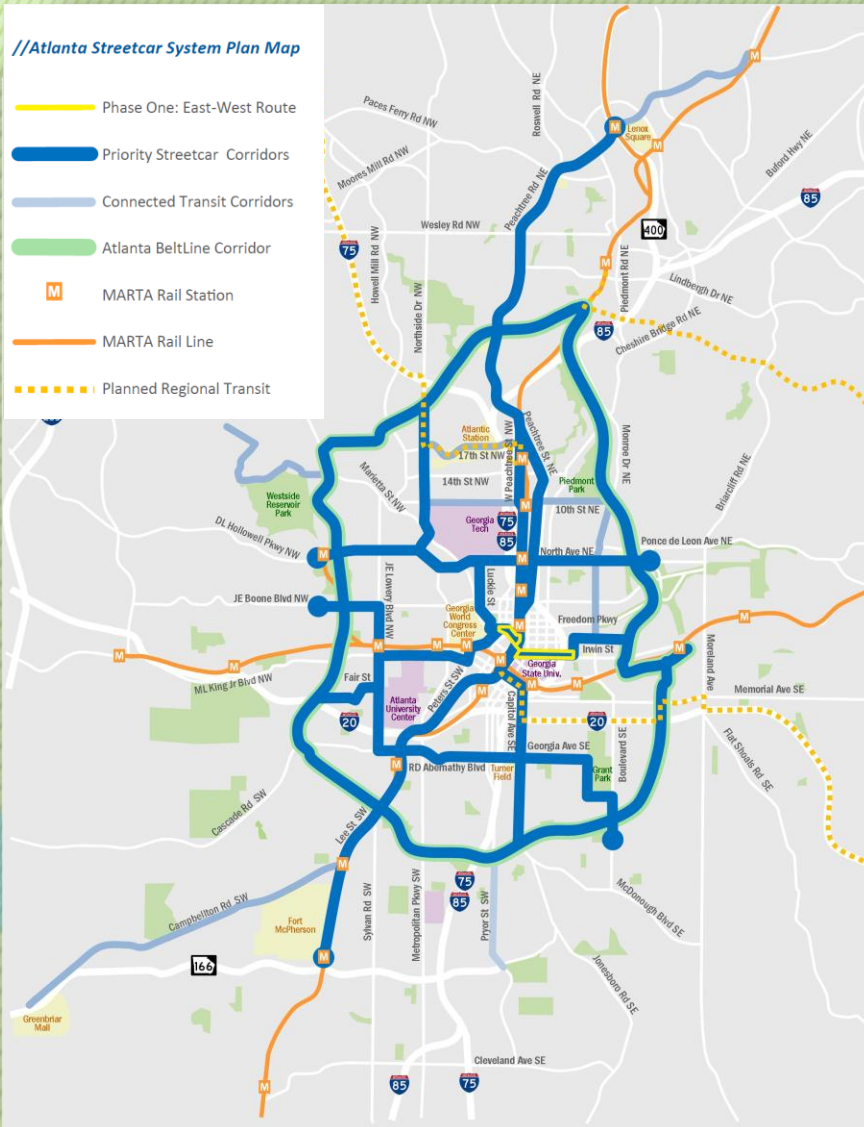
// Refined System Plan



Atlanta
BeltLine



ATLANTA STREETCAR



- 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



Home

Government

Residents

Visitors

Doing

Mayor's Office

Atlanta City Council

▼ Departments

▼ Public Works

Public Works Events Calendar

Renew Atlanta 2015
Infrastructure Bond

▶ Atlanta Streetcar

Office of Transportation

Permitting in the Office of
Transportation

Office of Solid Waste Services

Planning & Community



[Government](#) » [Departments](#) » [Public Works](#)

Atlanta Streetcar

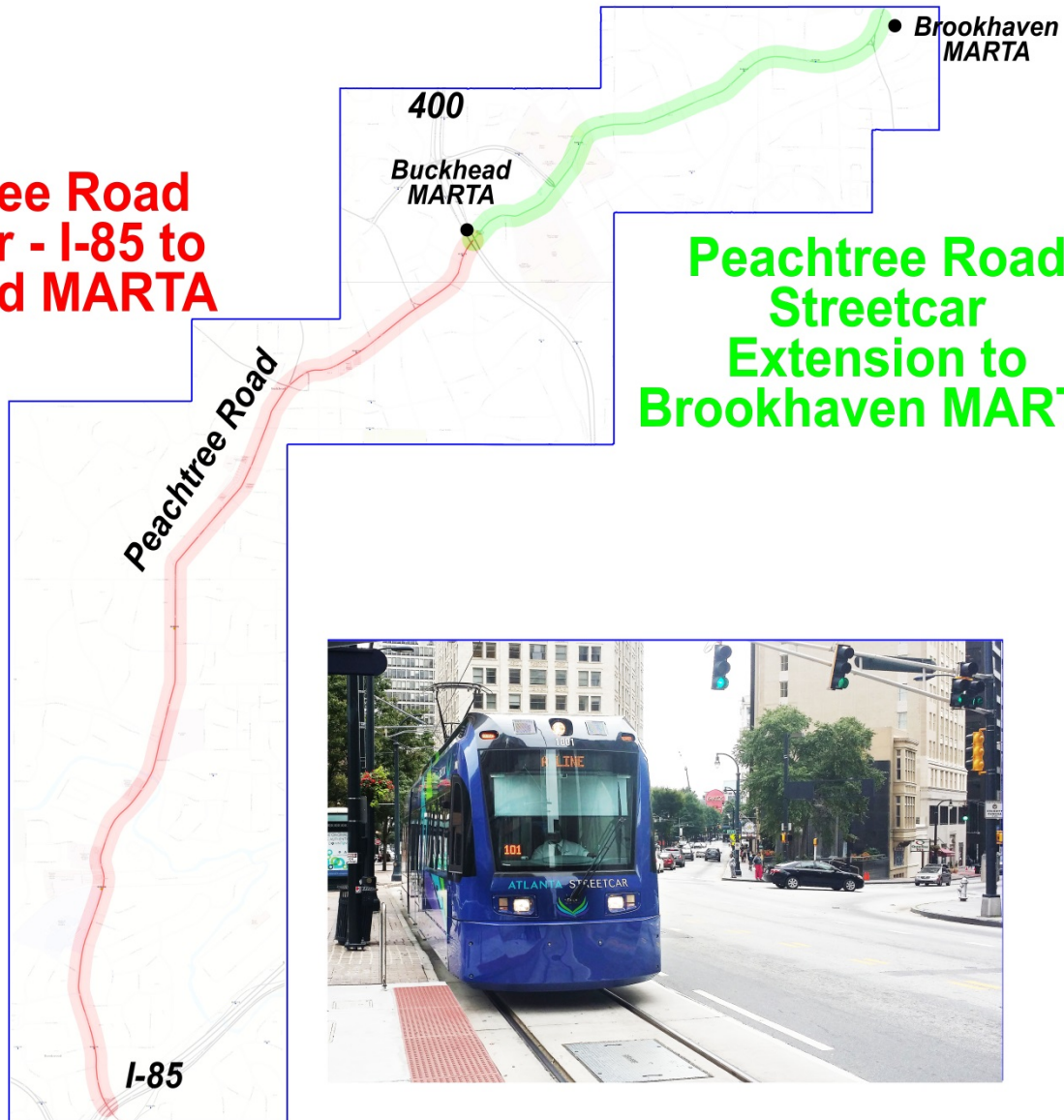


Visit the official Atlanta Streetcar website for c
www.theatlantastreetcar.com

Peachtree Road Streetcar Routes

Peachtree Road Streetcar - I-85 to Buckhead MARTA

Peachtree Road Streetcar Extension to Brookhaven MARTA



Peachtree Road Streetcar I-85 To Buckhead MARTA Station

Downtown Route

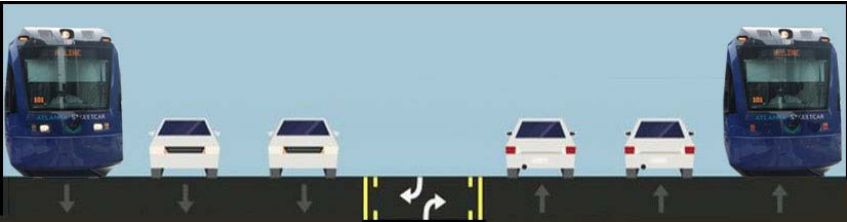
- Perhaps 6,400 vehicle/day
- Length: 2.7 miles (one-way loop)
- 11 Stops, $\frac{1}{4}$ mile apart (avg.)
- 29 Traffic Signals
- Average Route Speed **5 MPH**

Peachtree Road Route

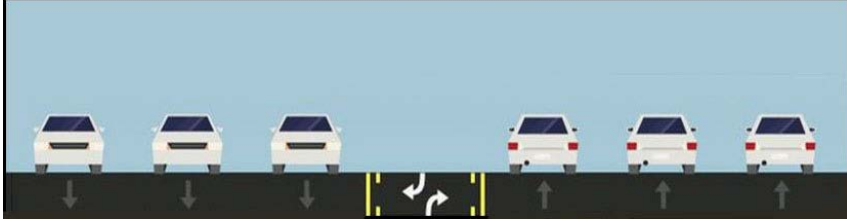
- 36,400 to 44,500 vehicles/day
(5 to 7 times more traffic)
- Length: 7.8 miles (round trip)
- 32 Stops, if $\frac{1}{4}$ mile apart
- 33 Traffic Signals
- Route Speed? **6 MPH?**

Which Peachtree Road Do You Want?

Slower With Streetcars



Safer Without Streetcars



Construction Snarls Traffic Flow

Peachtree Road Streetcar Pain Starts Early

- The streetcar is a rail-based system operating on a dedicated concrete foundation



- Under-pavement utilities must be discovered and relocated – a slow, traffic stalling process

Peachtree Road Needs More Transportation Capacity, Not Less

- Atlanta Streetcar documents estimate the cost of the Peachtree Road route at \$376 million.
- But the result would be catastrophic during construction and very detrimental when done.
- What options provide more capacity?
 - Elevated Line – expensive and un-aesthetic.
 - Subway line – attractive but likely very expensive.

Peachtree Road Streetcar

OK, What Do We Do?




Peachtree Road Streetcar

What Next?

- The Peachtree Road Streetcar plan needs to be stopped, and if possible redesigned to provide actual benefits
- The North Buckhead Civic Association is conducting an online petition drive to get people to share their opinions with City Leaders, pro or con on the Peachtree Road streetcar and related issues.
- Other Buckhead neighborhoods need to join us, hopefully with decisive NO to the Peachtree Road Streetcar.

Peachtree Road Streetcar Petition

- The petition is outlined in “Editorial: Streetcars” in North Buckhead’s 16-page October Newsletter, mailed to all 4,300 North Buckhead homeowners.
- See www.nbca.org/sc.
- Join us in this fight.
- The last thing we need is for the City to waste more resources on a system that will never be built.



NORTH BUCKHEAD
Civic Association Newsletter
www.nbca.org
October 2015
Mailed four times each year to over 4,000 North Buckhead homes
NBCA's newsletter archive is online with color photos at www.nbca.org/newsletters.htm

Survey: Security Patrol?

Crime is a topic of increasing concern to many in Buckhead. Some ask NBCA why North Buckhead doesn't hire off-duty officers to conduct security patrols. The answer is we have tried to organize patrols, but the response has always fallen short of being economically viable.

When we last tried in 2013 we found parts of the neighborhood with as many as 7% of the households willing to pay as much as \$100 a year. Other parts were closer to 0%. Doing a patrol isn't cheap and 7% at \$100 a year is far from sufficient. We recently contacted another big neighborhood with experience in operating patrols. They suggested if most households participate, an annual charge of \$300 per household per year was a realistic initial plan.

Some in the neighborhood maintain that security patrols are not the way to go, thinking it is more effective to use technology such as security cameras and tag readers. Cameras can operate 24x7 while patrols operate in randomly scheduled four-hour shifts; your investment in cameras works for years rather than just a day. Camera critics wonder if anyone is actually looking at the camera's outputs. In any case, like patrols, technology is not cheap. These cameras aren't the low-cost kind you buy online — prices are well into four digits. Tag readers are five digits. In either case you may want two of them to cover both directions of traffic.

If you prefer patrols, cameras, a combination, or choose the status quo, we need to hear from you. Tell us what you think by taking our security survey at www.nbca.org/2015security. The survey will close for inputs after November 1.

We'll announce survey results in our newsletter, on our web site and, most promptly, in our email updates. Since some, such as high-rise residents, have less need for security patrols, we'll report results by section of the neighborhood. If part of the neighborhood has enough support and the rest doesn't, we can pursue a regional implementation.

Finally, NBCA is a volunteer organization and running a security patrol or a camera system involves added work. So we will need volunteers to step forward. If anything is going to happen, we'll need help!

Fall Fling, Sunday, Nov. 1

As we did last year, NBCA will hold its annual Fall Fling on Mountain Way next to Mountain Way Common. Come see the new MWC pedestrian bridge (pictures on back cover).

NBCA's Fall Fling
When: Sunday, November 1, 2:30 - 5:30 pm
Where: Mountain Way under/around GA400
Cost: NBCA household/business members free
Join us - Fun for kids - Meet your neighbors

With permits from the Atlanta Police Department, we'll close Mountain Way during the fest.
(Continued on page 6)

Editorial: Streetcars?

By Gordon Certain, NBCA President
The Atlanta Beltline is quietly making long-range plans for streetcars on Buckhead's Peachtree Road to the Buckhead MARTA station and perhaps farther. Wouldn't streetcars be a charming addition to our future? Actually, no. Think about how crowded Peachtree Road is now, especially on North Buckhead's southern border between Piedmont Road and Peachtree Dun-
(Continued on page 5)

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Peachtree Road Streetcar Petition

Accessible to public at www.nbca.org/sc through November 1

1. Provide **name** and **address**.
2. Do you favor a streetcar system operating on Peachtree Road? **Yes/No/Undecided**
3. Do you favor having a second transit system in addition to MARTA? **Yes/No/Undecided**
4. Do you have additional comments? **Optional text**

Petition results will be submitted to City of Atlanta officials