

Beltline Streetcar Expansion

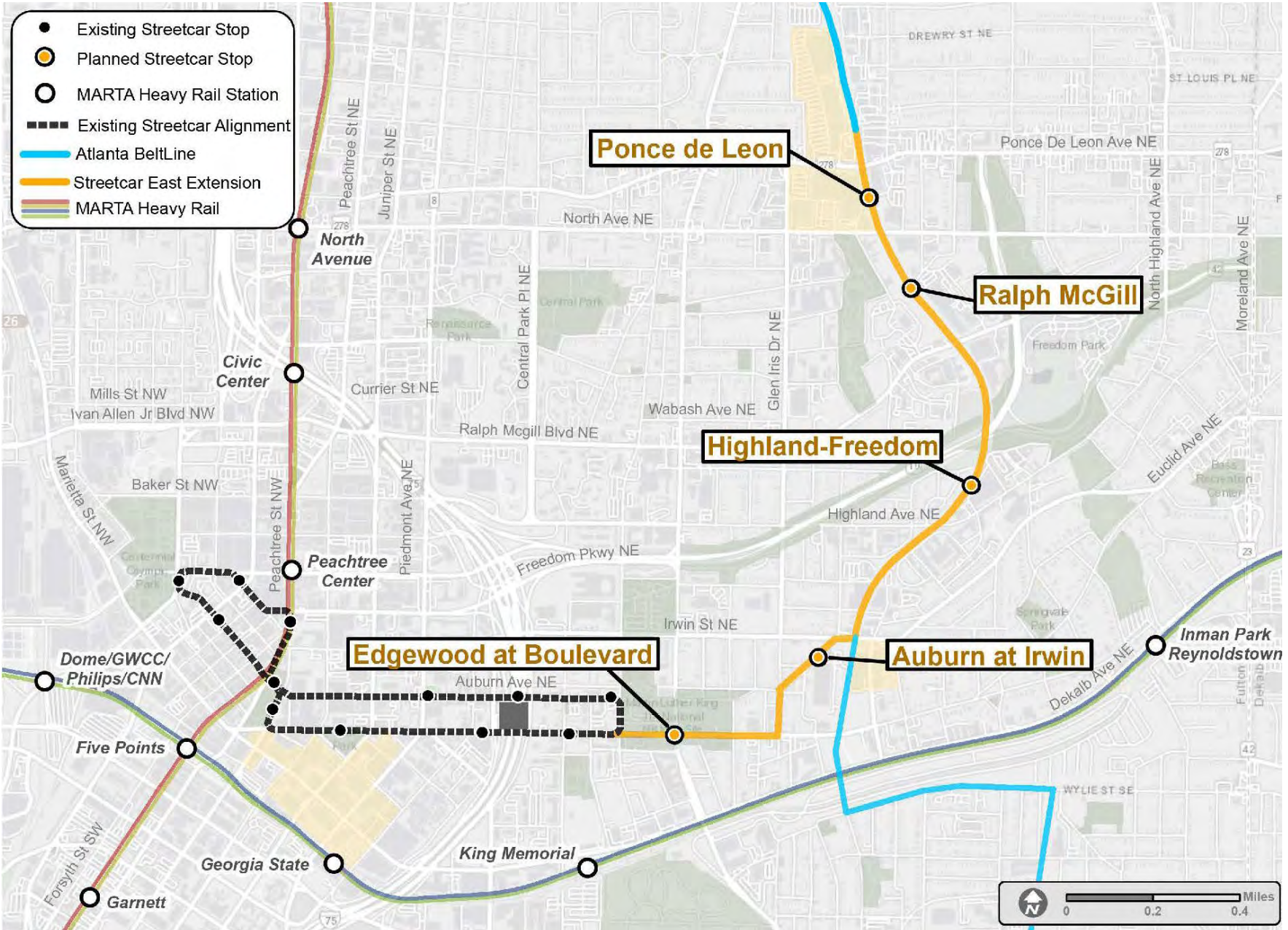
Monday, June 12, 2023



Project Description

The Streetcar East Extension project is the first extension of the existing downtown Streetcar, which originally opened in late 2014. This project runs along Edgewood Avenue to the BeltLine at Irwin Street and up to Ponce de Leon Avenue.

The Streetcar East Extension project is advancing based on a detailed review of the planning and design work prepared by Atlanta BeltLine, Inc. (ABI) on behalf of the City of Atlanta (COA).

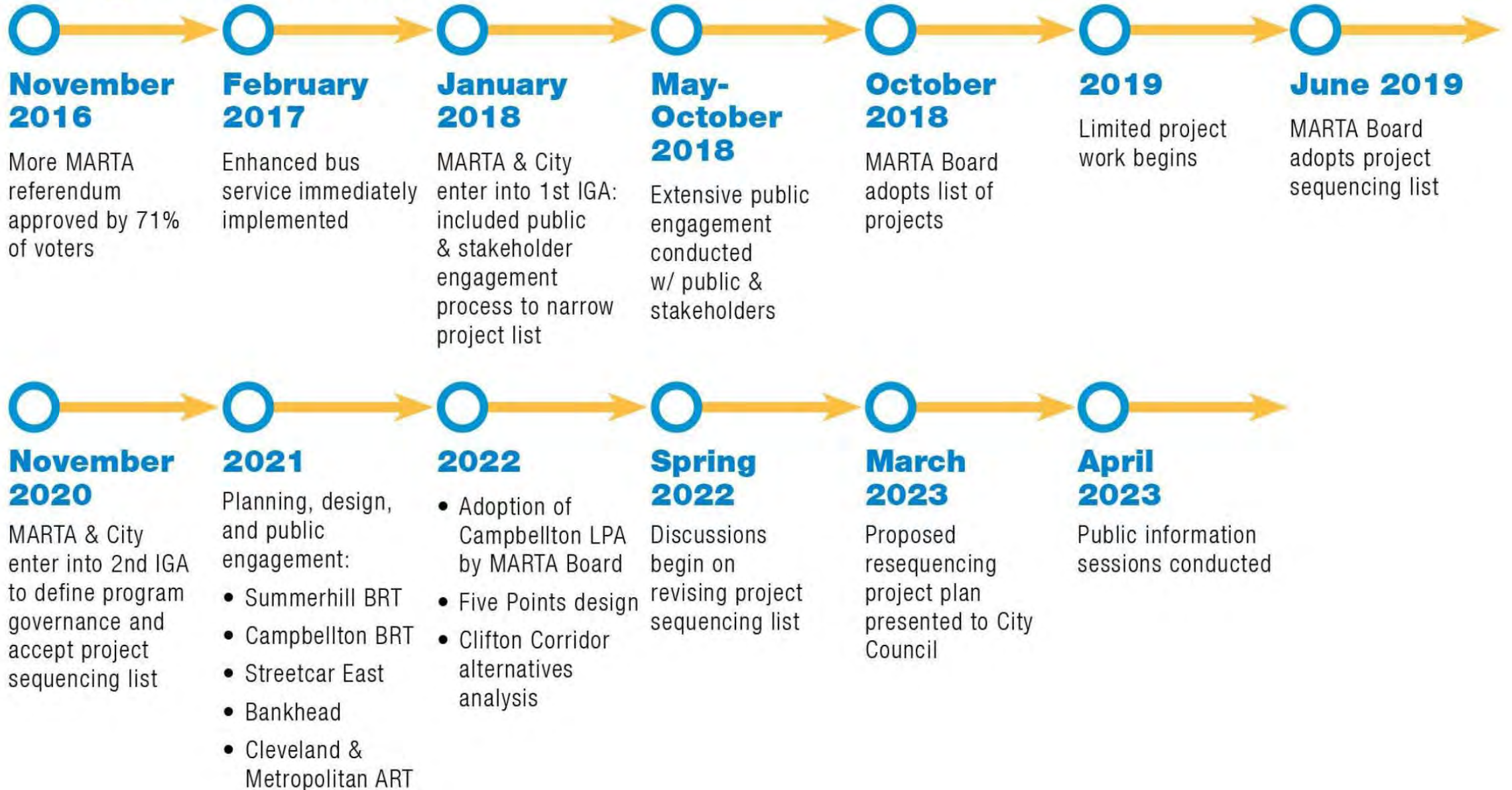


More MARTA Atlanta – Background

- ✓ Program approved by voters in 2016 by an overwhelming majority of **71%**.
- ✓ After successful passage of the referendum, MARTA and the City of Atlanta executed a robust program of community engagement to establish guiding principles and the project list.
- ✓ A list of **73** projects was **narrowed to 17** priority projects and adopted by the MARTA Board in 2018.



Program Timeline





© BeltLine Rail Now 2022 photo by Mason Hicks



Not an accurate representation

Proposed Program

- A** BeltLine Northeast LRT
- B** BeltLine Southwest LRT
- C** Campbellton Rd LRT
- D** Clifton Corridor LRT
- E** Crosstown Downtown East Extension
- F** Crosstown Downtown West Extension
- G** Campbellton Rd BRT
- H** Capitol Ave BRT
- I** North Ave - Donald L. Hollowell Pkwy BRT
- J** Northside Dr BRT
- K** Peachtree Rd ART
- L** Cleveland Ave ART
- M** Metropolitan Pkwy ART
- N** Frequent Local Bus Service
- O** Greenbriar Transit Center
- P** Moores Mill Transit Center
- Q** Station Improvements

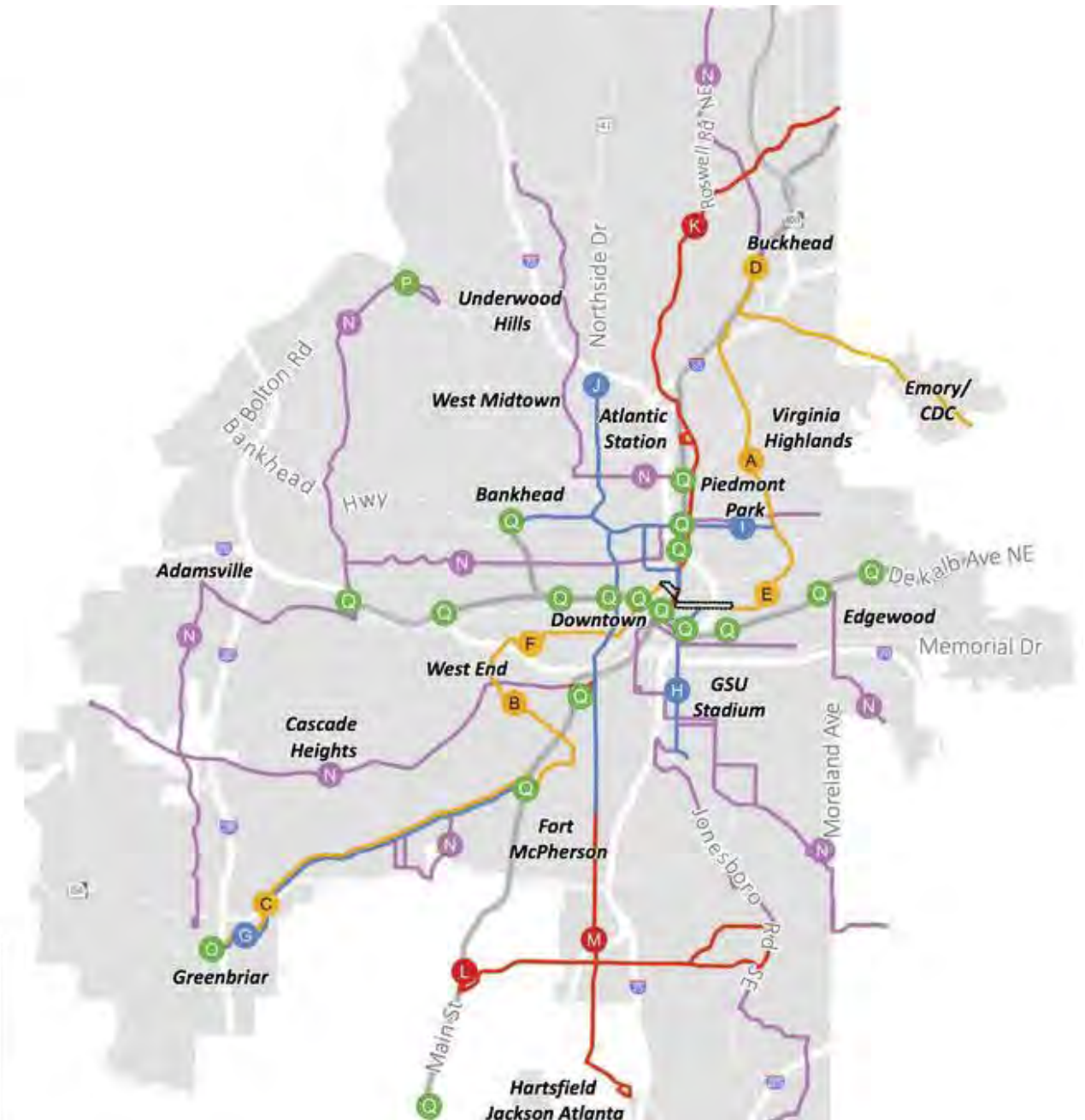
Legend

City of Atlanta Existing Streetcar Route

(LRT) Light Rail Transit (ART) Arterial Rapid Transit (BRT) Bus Rapid Transit

Note: Assume 50% federal match for major capital projects

Project schedules and funding plans will be developed following approval of the



Tier 1

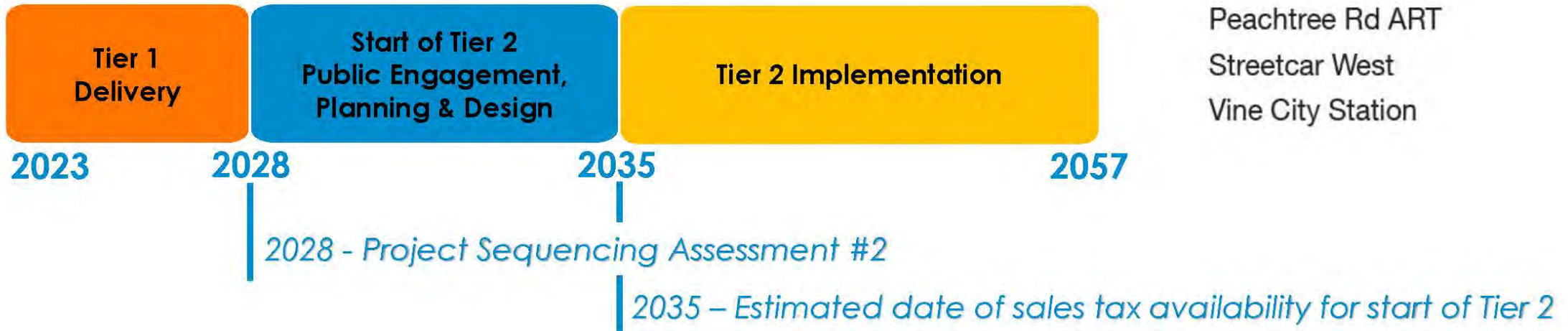
- A** Streetcar East Extension
- B** Clifton Corridor BRT
- C** Campbellton Rd BRT
- D** Summerhill BRT
- E** Cleveland Ave ART
- F** Metropolitan Pkwy ART
- G** Greenbriar Transit Center
- H** Five Points Transformation
- I** Bankhead Platform Ext.
- J** Enhanced Bus Service

Enhanced Bus Service is included on printed display map.



What does Tier 2 mean?

- In 5 years or less another sequencing assessment will be performed (per IGA).
- Current expenditures and funds availability will be reviewed. Future projects will be re-estimated.
- All assumptions will run through financial model.
- Projects may be separated into further tiers depending on funds availability and anticipated project costs.



Tier 2 - Future Projects

BeltLine Northeast

BeltLine Southeast

BeltLine Southwest

BeltLine West

Moores Mill Transit Center

North Ave BRT

Northside Dr BRT

Peachtree Rd ART

Streetcar West

Vine City Station

STREETCAR EAST EXTENSION PROJECT

Project History and Timeline



Before 2017

- Atlanta BeltLine Transit Vision
- Atlanta Streetcar System Planning
- Downtown Streetcar Opens
- Streetcar East Planning
- Local Funding Source Identified (Half-Penny Sales Tax - November 2016)



2017-2019

- MARTA Defines Atlanta Expansion Program



2019-2022

- Validate Work Performed by Others
- Establish Project Length and Route
- Complete Field Surveys
- Complete Planning and Begin Detailed Engineering
- Begin Stakeholder and Public Engagement
- Procure Final Design Team



2022-2024

- Final Design Phase



2024-2027

- Construction, Testing, and Commissioning



2027

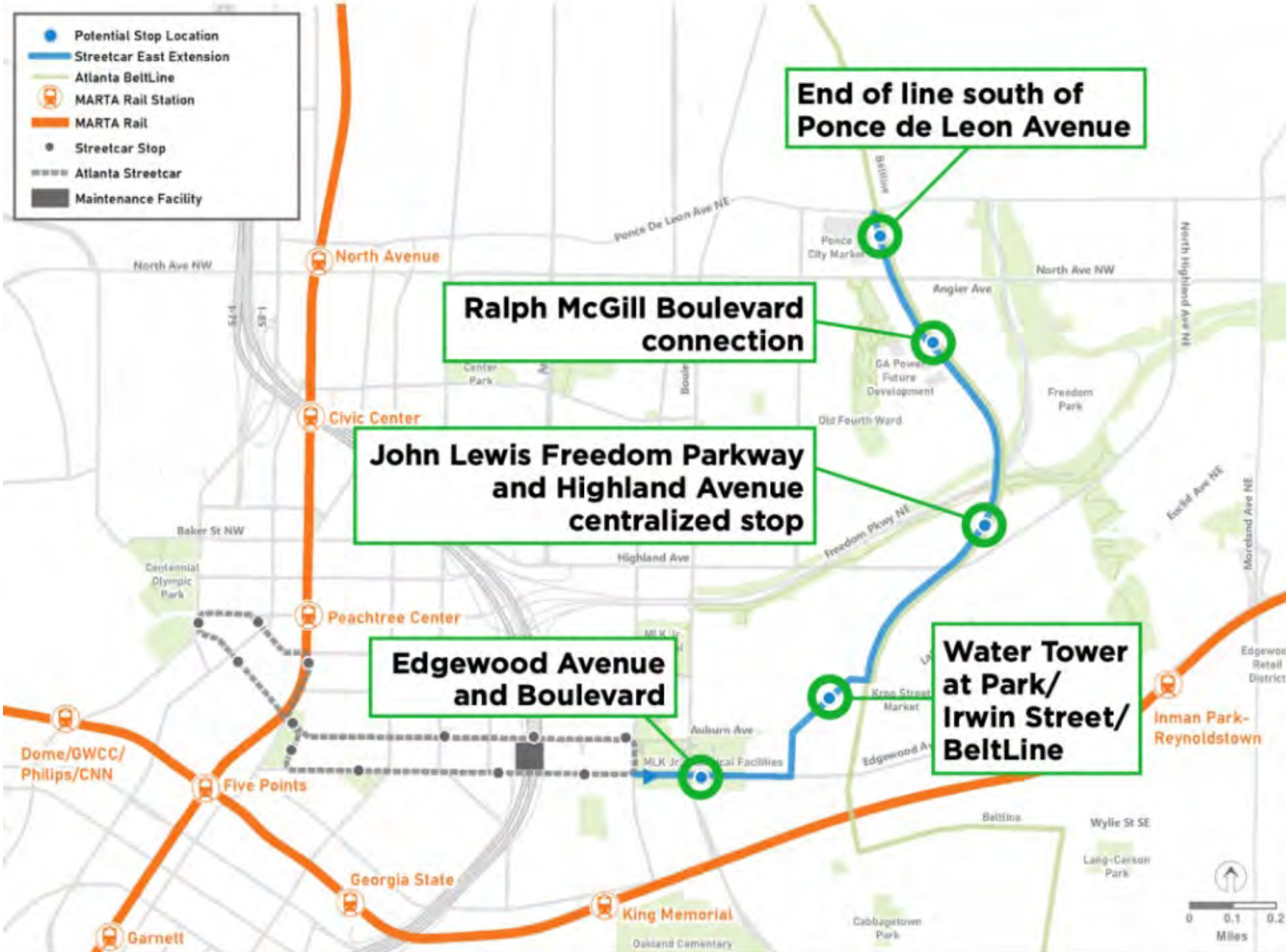
- Open to the Public

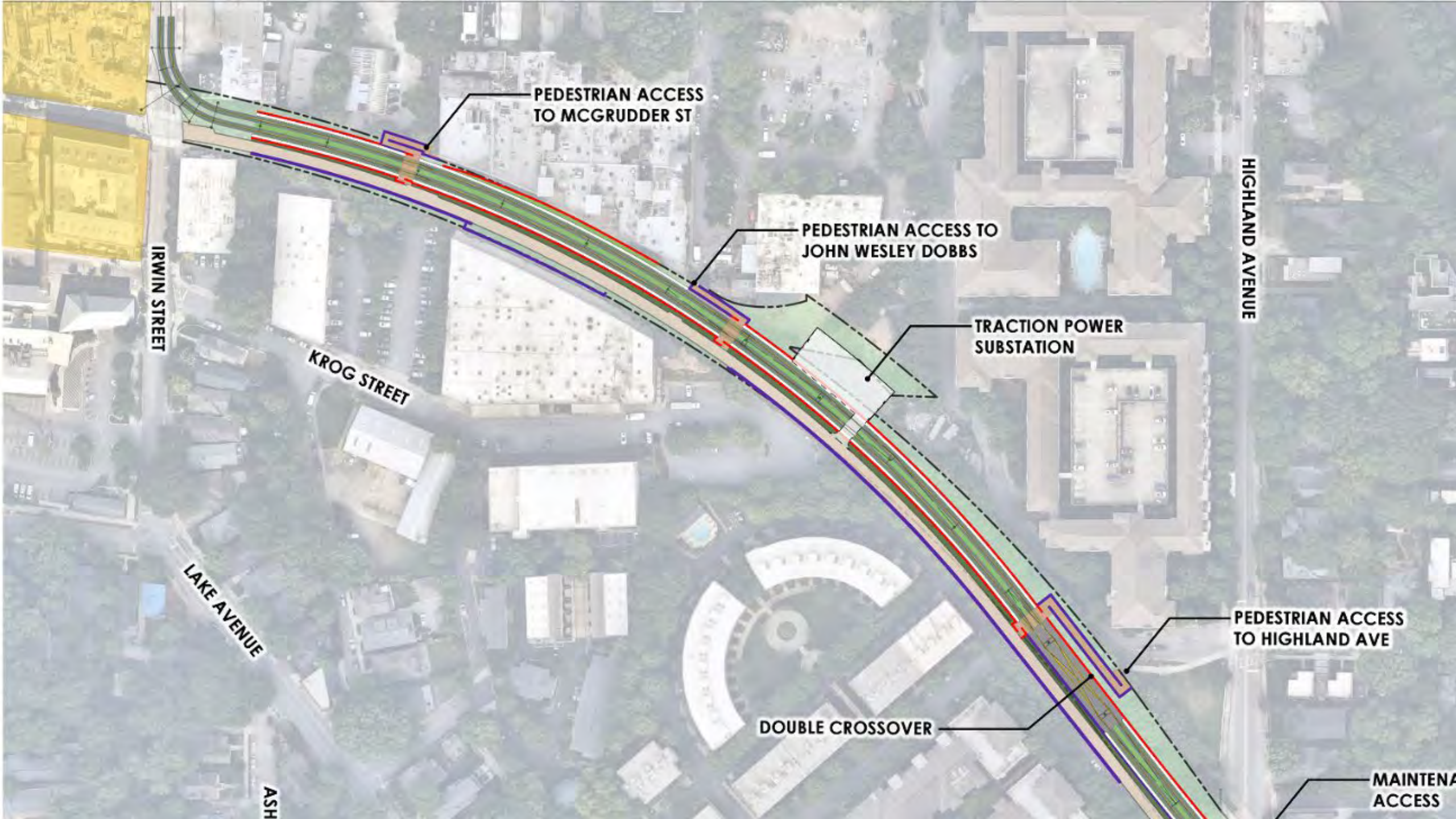
Streetcar Expansion

The blue line shows where the Atlanta Streetcar extension would go, connecting at the Atlanta Beltline Irwin Street and then ending at Ponce City Market.

The planned stops are circled in green.

The entire route is about 2 miles.





PEDESTRIAN ACCESS TO MCGRUDDER ST

PEDESTRIAN ACCESS TO JOHN WESLEY DOBBS

TRACTION POWER SUBSTATION

HIGHLAND AVENUE

IRWIN STREET

KROG STREET

LAKE AVENUE

ASH

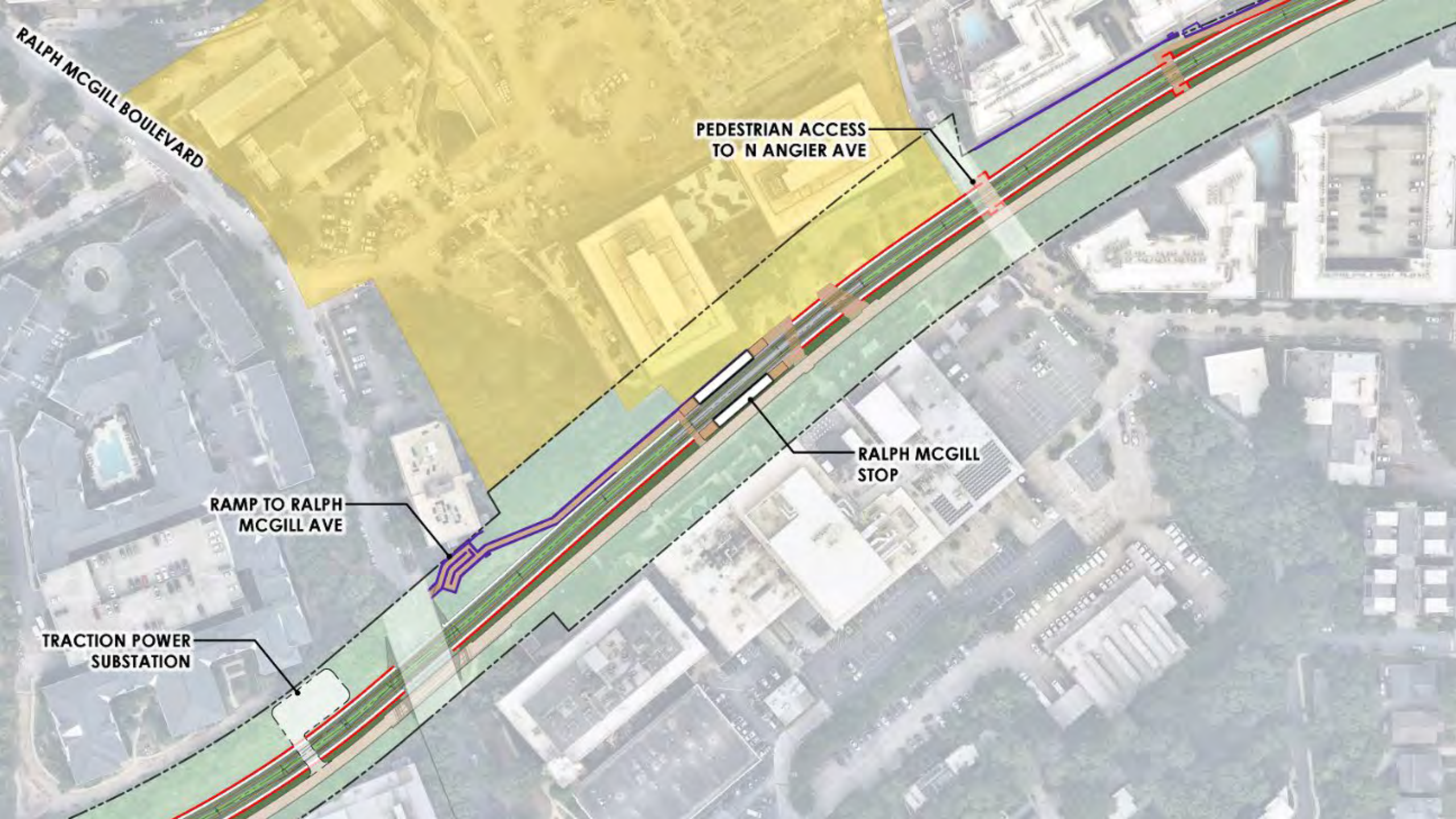
PEDESTRIAN ACCESS TO HIGHLAND AVE

DOUBLE CROSSOVER

MAINTENANCE ACCESS



Auburn at Irwin Stop



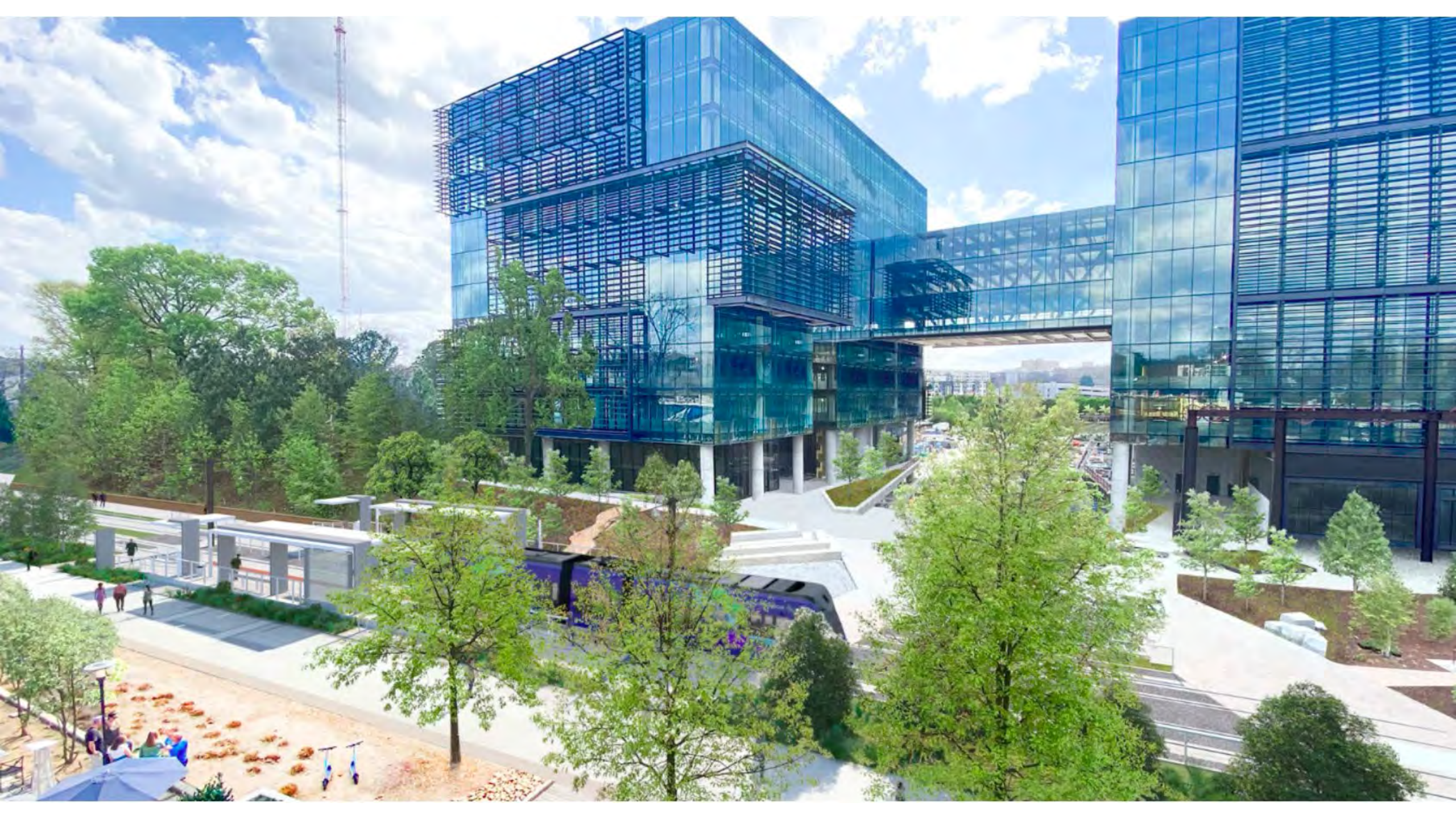
RALPH MCGILL BOULEVARD

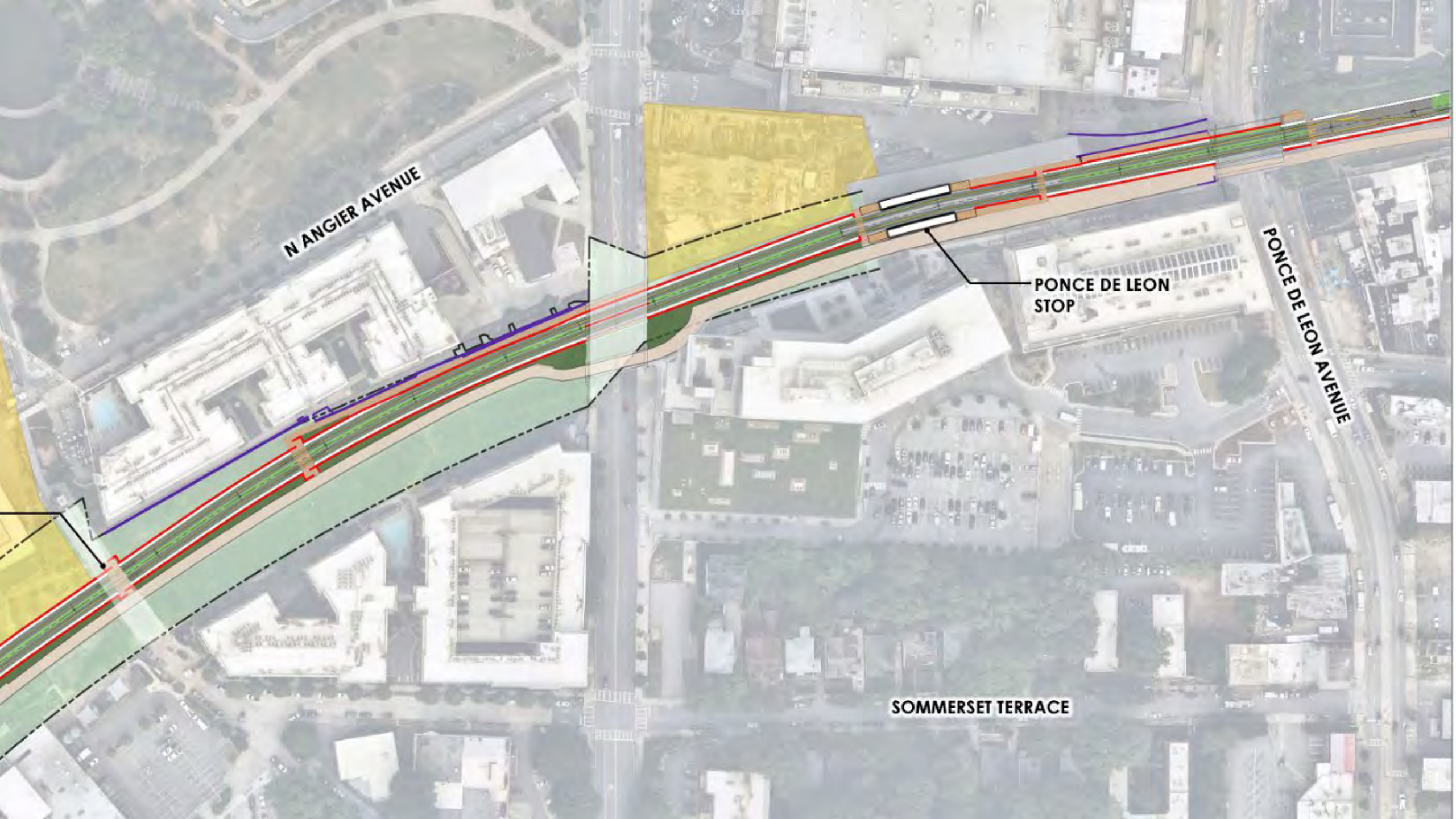
PEDESTRIAN ACCESS
TO N ANGIER AVE

RAMP TO RALPH
MCGILL AVE

RALPH MCGILL
STOP

TRACTION POWER
SUBSTATION



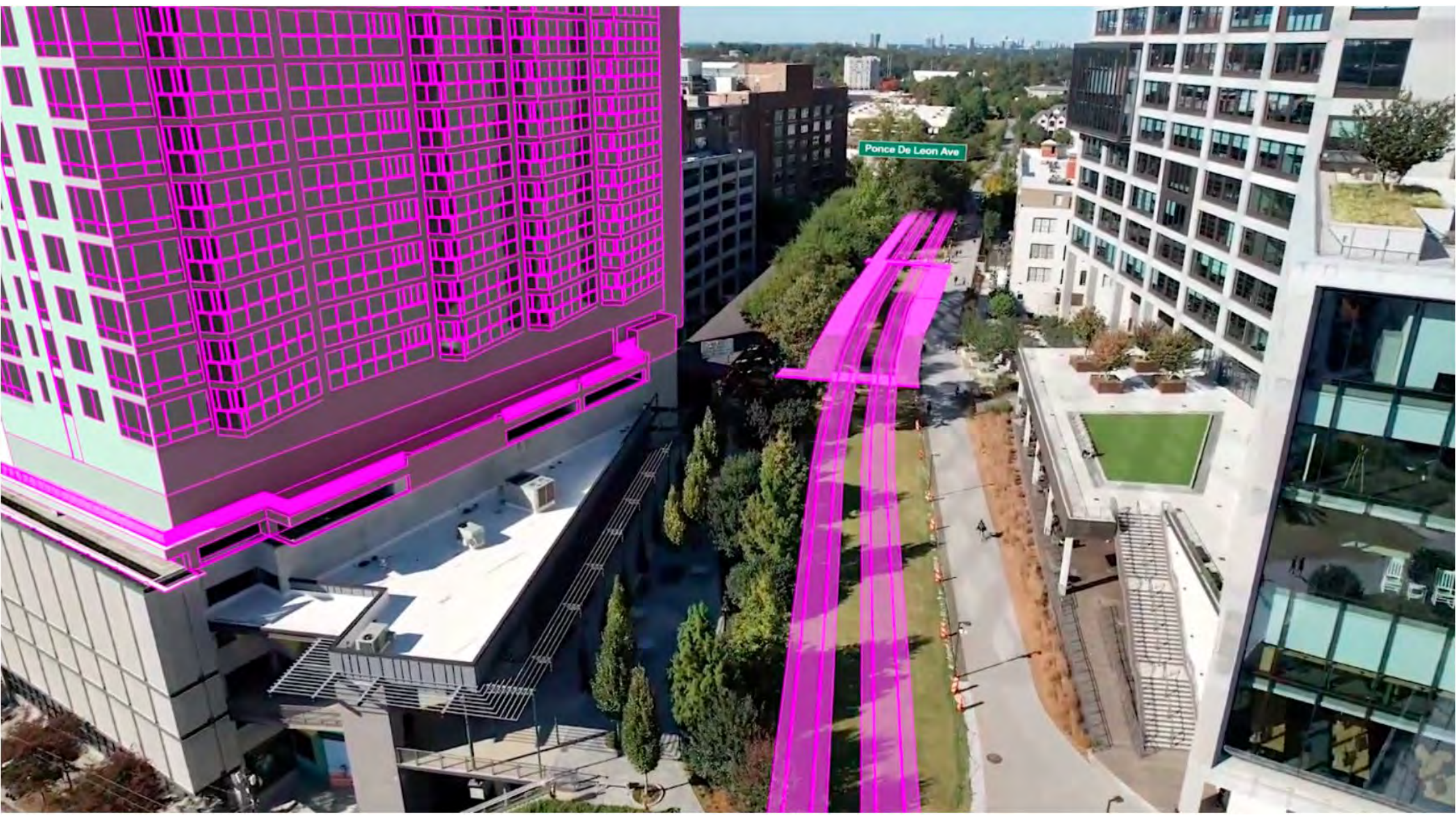


N ANGIER AVENUE

PONCE DE LEON STOP

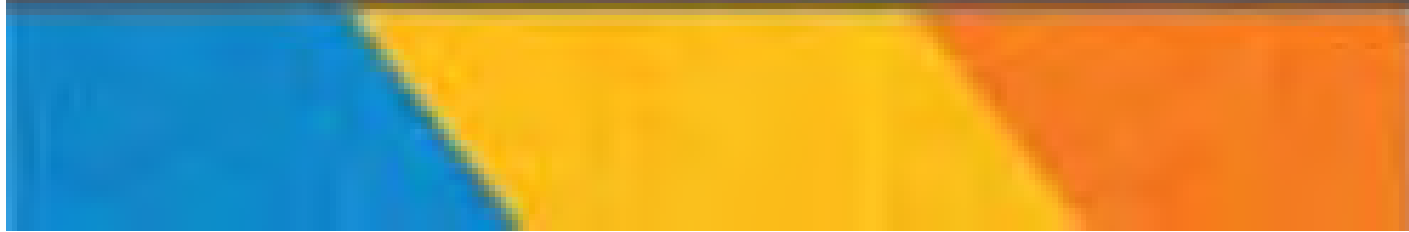
PONCE DE LEON AVENUE

SOMMERSET TERRACE

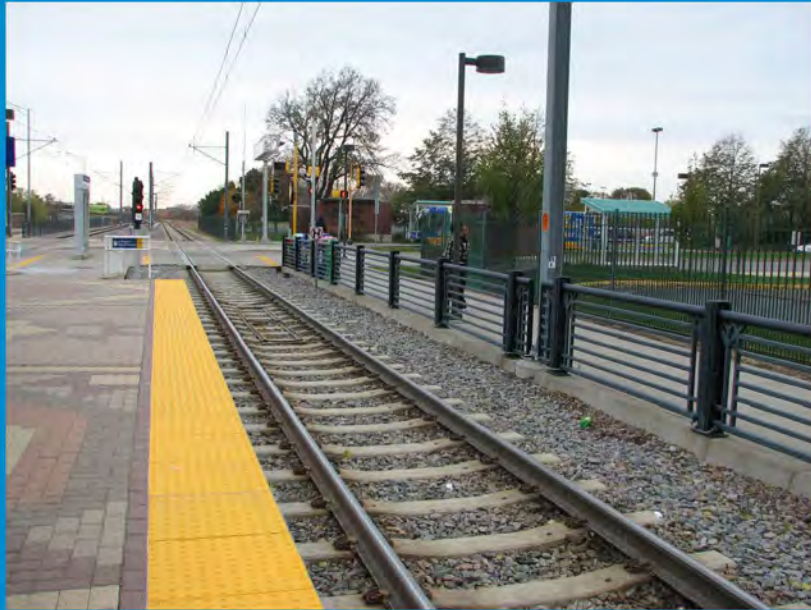


Ponce De Leon Ave

Streetcar East Extension Tour



GUIDEWAY TREATMENT OPTIONS



Concrete Tie and Ballast



Grass Track

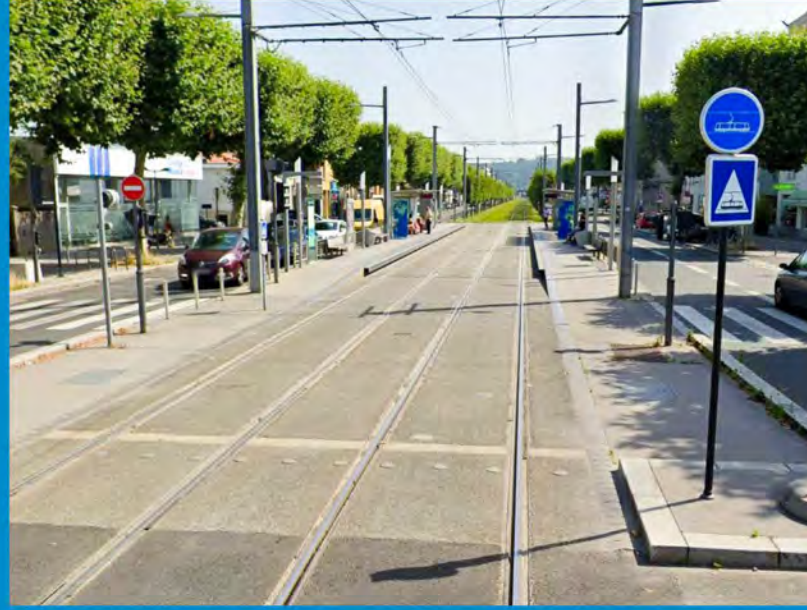


Embedded Track

GUIDEWAY TREATMENT OPTIONS



Embedded Track with Pavers



Embedded Track with Asphalt



Combination Track Treatment

GUIDEWAY PROTECTION OPTIONS: PEDESTRIAN DETERRENT



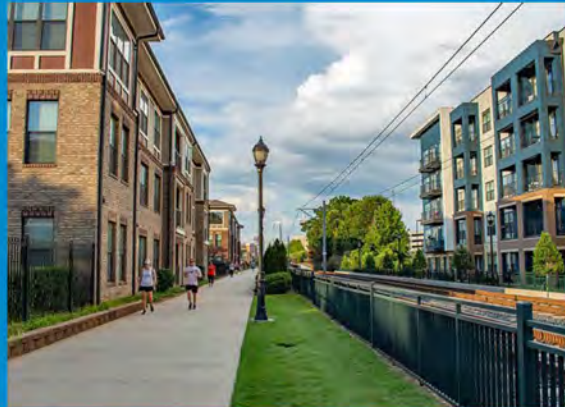
Low Chain-Link Fencing



Landscape Edge with Rope Fencing



Post and Picket Intertrack Fence



Post and Picket Fence with Landscape Buffer



Ornamental Railing

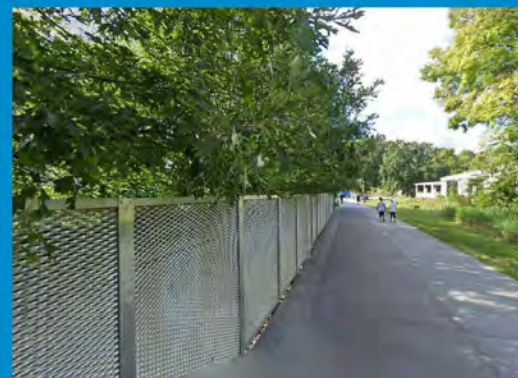
GUIDEWAY PROTECTION OPTIONS: PEDESTRIAN BARRIER



High Chain-Link Fence



Welded-Wire Panel Fence



Metal Screen Fence



Granite Facing Retaining Wall with Chain-Link Fence



Concrete Wall with Mural



Painted Concrete Crash Barrier

GUIDEWAY TREATMENT OPTIONS



Retained Ballast Track with
Maximized Green Space



Embedded Slab Track with Grass Edges



Grass Track Over Ballast



Direct Fixation Grass Track

GUIDEWAY TREATMENT OPTIONS



Retained Ballast Track with Maximized Green Space



GUIDEWAY TREATMENT OPTIONS



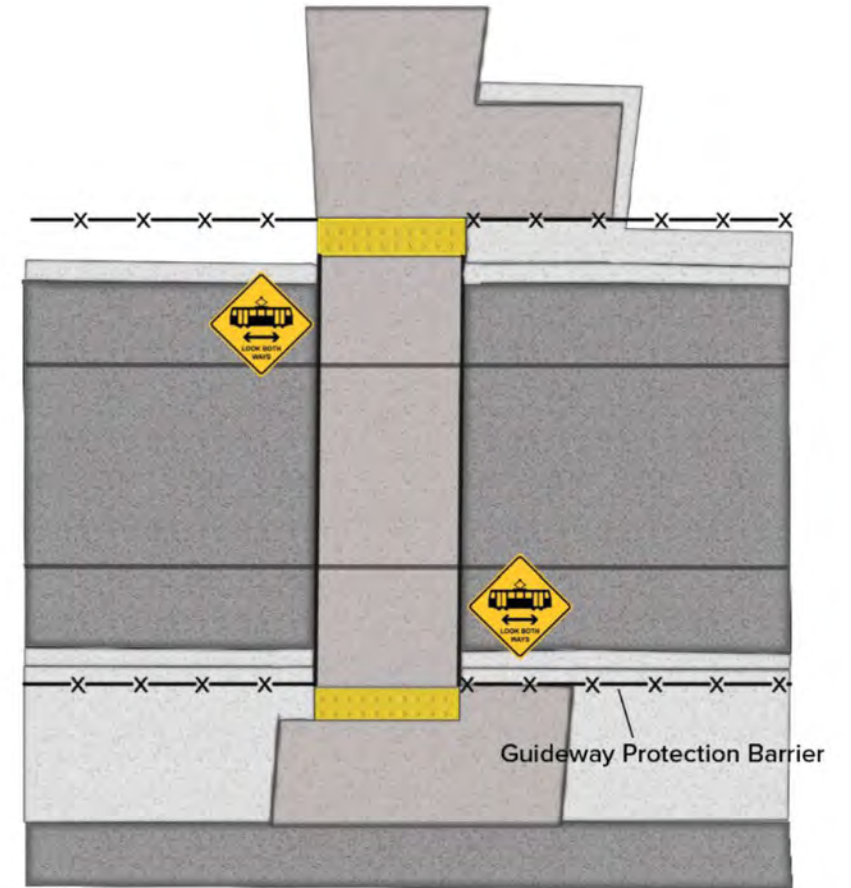
Embedded Slab Track with Grass Edges



PEDESTRIAN CROSSING: TYPE 1

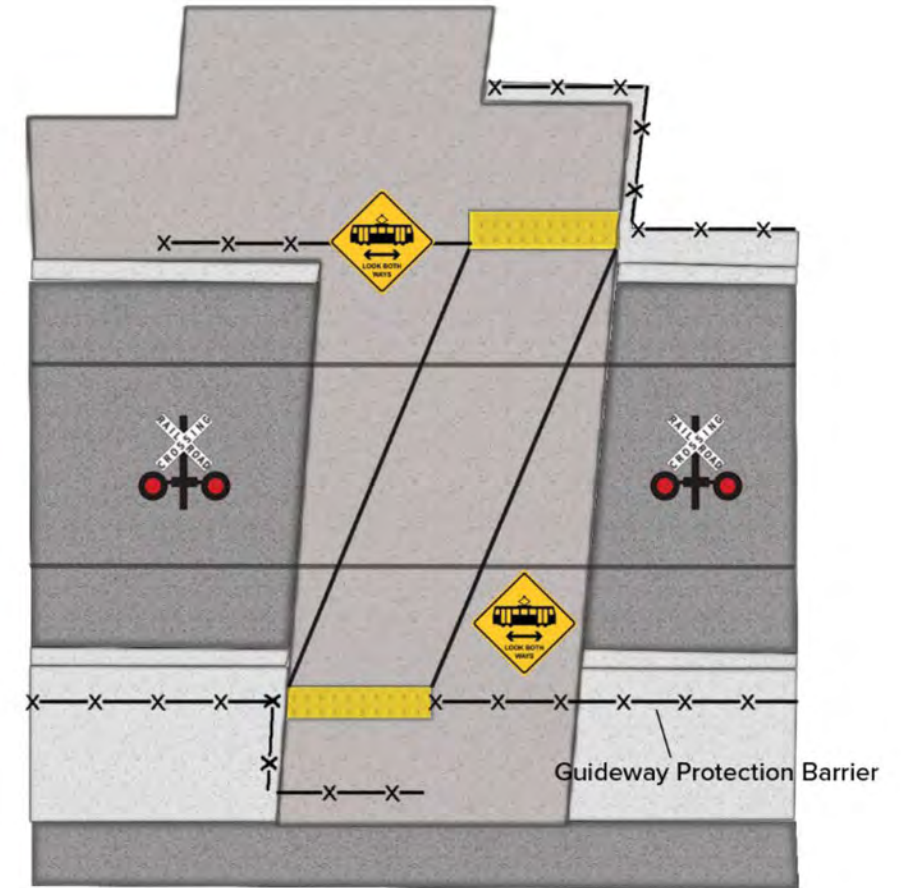


- Passive warning (static signage)
- Speeds <10 mph



Tactile Crossing Panel

PEDESTRIAN CROSSING: TYPE 2

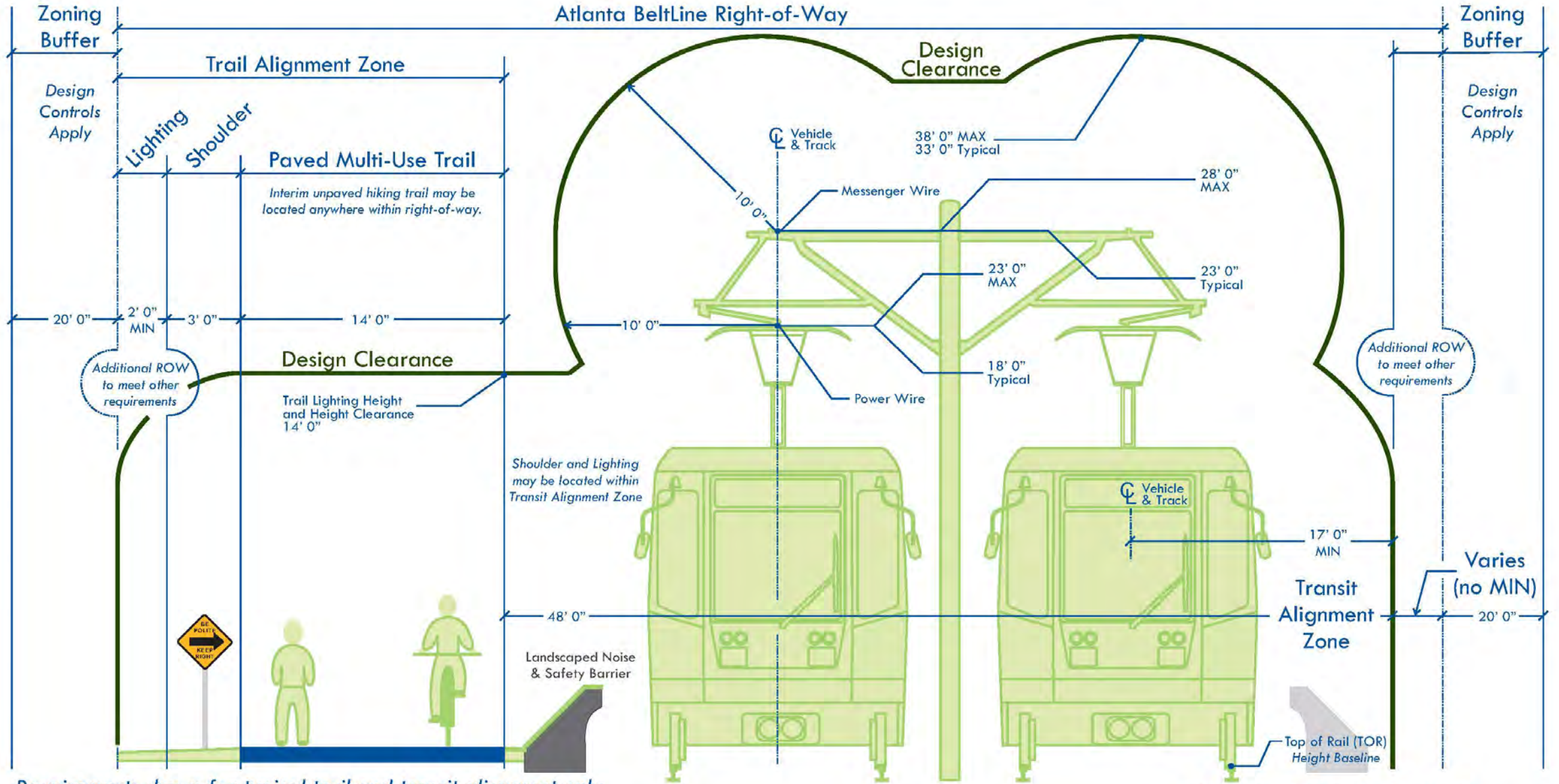


Tactile Crossing Panel

- Active warning
- Speeds 10-25 mph
- Between stop locations



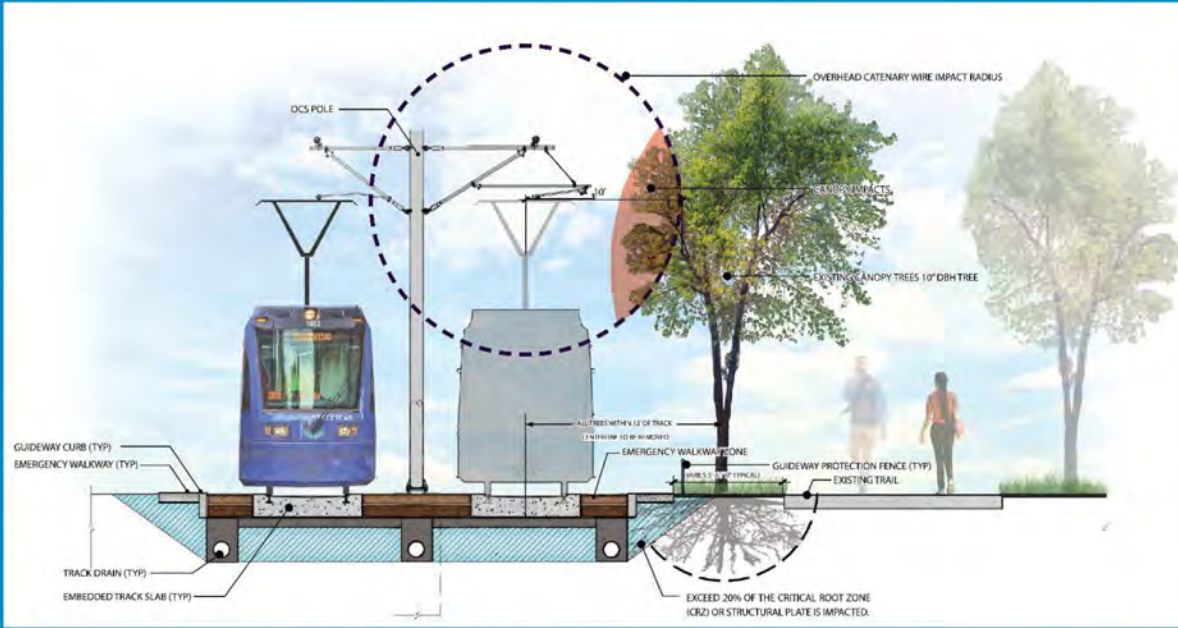




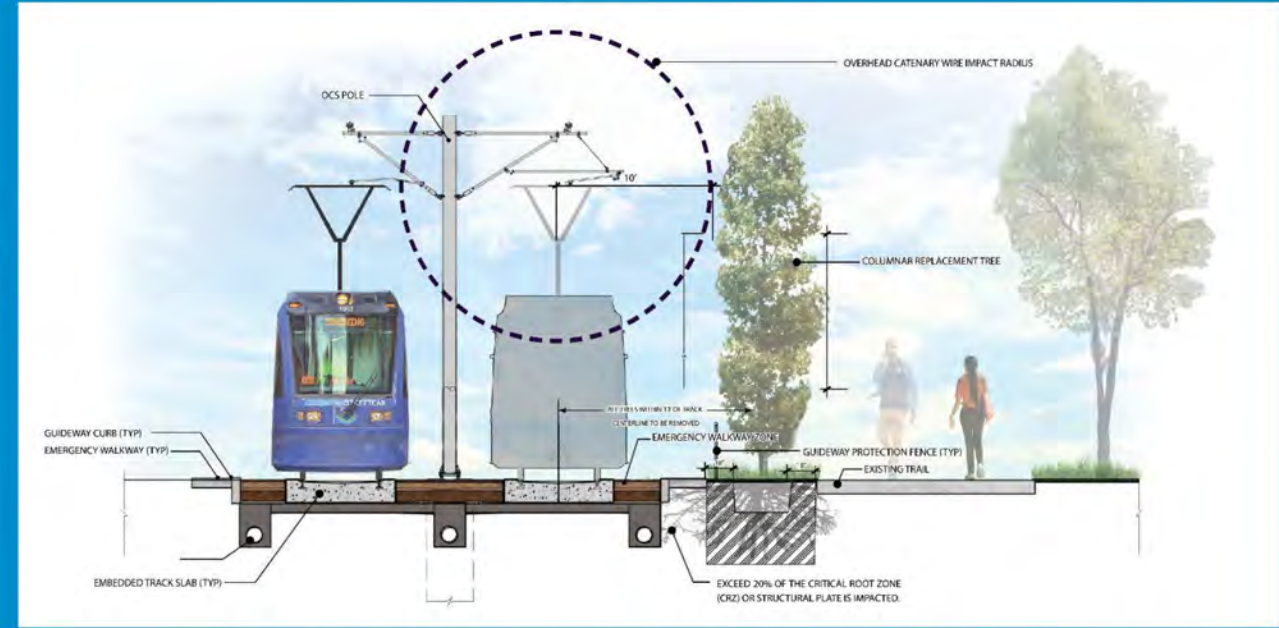
Requirements shown for typical trail and transit alignment only. Actual requirements may vary at specific locations in the corridor for stations and based on system needs, topography, access, and other factors.

Illustrative Only: Not to Scale
Actual ROW width varies throughout corridor.

TREE PROTECTION & RESTORATION



BeltLine Tree Protection – Typical Section



BeltLine Tree Replacement – Typical Section

IRWIN STREET CROSSING OPTION 1: LEAVING OPEN



Thank You

