

PEACHTREE CORRIDOR STAKEHOLDER FORUM

01/16/08, EVENING MEETING: 6:30-8pm

TABLE NOTES

Table 1

- Concern over increase in traffic or safe cycling.
 - Especially with long distance commuters.
- Concern over event traffic.
 - Fox Theater congestion
 - Jaywalkers.
- Runs in traffic, prone to getting stuck in traffic.
- Friday & Saturday cruisers on Peachtree.
- Great for in-city commuters.
- TAD boundary in terms of perceived commercial benefit.
 - Publix on North Avenue.
 - Jagged edges – who's in and who's out?
- Who bears cost overrun?
- What is particular parking is taxed?
 - Is 'resident' parking taxed? (Long-term parking, yearly rent.)
- Would commuter take bus if it ran every 5-6 minutes?
- Why not upgrade MARTA? (Different type transportation)
- Concern over redundancy.
 - MARTA to upgrade services to fully compliment streetcar.
- Make Peachtree Streetcar car only to emphasize its use and reduce traffic.
- Who's operating the system?
- Midtown walks already – cars on Peachtree are long-distance commuters.
- Regarding free fare – who in household would receive free fare?
 - One address?
 - One person at an address?

Table 2

- Bikes – need to make provisions for safe cycling.
- Investments in MARTA to move people more efficiently.
- Tax structure – most tax for highest increased value, i.e. surface parking.
- Affordable units in tax district – revisit tax, can they afford?
- Affordable housing – look at affordability.
- Why both directions on Peachtree? Splitting over 2 streets might help coverage.
- Cross connections – constant technology.

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- Timeline/Schedule – realistic projection of when they would it appear, benefits entire transit scheme.
- Make transit system that works.
- If purpose is to create great streets, the folks who would benefit should pay – not the same if transit is primary purpose.
- Transit system over Peachtree as great street – need to answer questions on transit.

Table 3

- Ratio (Commercial:Residential) – 50/20, 90/10
 - More financial benefit back to the people is required, free ride is great.
 - Oppose funding, why same mill rates for residential and commercial? Unlike residential, commercial can get increased funding from business.
 - Can currently reach all places along Peachtree.
- Will property values increase? Studies?
- West Peachtree is better for a streetcar.
- Delivery trucks? Not giving business a way to operate.
- Who is the streetcar targeted for?
- What happens if budget increases from \$190 million?
- Who will be on this? The MARTA buses are empty.
- Origin of destination studies?
- Concern of wires/poles.
- Parking tax.
- Boundary dispute – further out.
- Fares for family will be expensive.
- Parking in city should increase.
- Loop – Peachtree & Spring.

Table 3

- What if a vehicle breaks down in the curb lane?
- Extend north to Peachtree Point area.
- Why not Marietta instead of Luckie?
- Why can't federal and state dollars be used?
- Identify operating hours (preferred)

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- The longer the better
- Extend hours on weekends.
- Integrate MARTA's Garnett and Arts Center Stations & Streetcar with covered connection.
- Minimize headways! 6-8 minimum.
- Pedestrian safety improvements need to accompany streetcar – pedestrian signals, sidewalk improvements, crosswalks – especially traffic calming elements.
- Start building now!
- Consider moving east-west circulator from Peachtree to some street east (e.g. Peachtree Center Avenue/Courtland/Piedmont)
 - Eliminates Woodruff Park bottleneck/tight turns.

Table 4 (Matt)

- Single-family should in district?!?
- “Fair Taxing Structure”?
- Concerns about parking.
- Benefits from tax.
- Peachtree is already growing, increasing in property values. Does it need this?
- Concerns about tax, how it's distributed.
- Streetcar would bring more night/weekend activity.
- This district separate from future district?
- 25 year bond financing, could pay off earlier?
- Commercial between 10th to 14th?? (not Georgia Tech?)
- Carve district fairly.
- Studies on increasing property values.
- “Shouldn't be free” Overall because of homelessness, etc.
- Free rides for taxpayers.

Table 5

- Why isn't SAD wider?
- Why single family is excluded from the district?
- Is the tax district going to change (physical boundary) in future considering the future growth and zoning change?
- Will the buses be removed?
- Frequency of streetcar – should be every 5 minutes.

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- Connection to Turner Field?
- Is streetcar really “green”?
- Resource of power supply?
- Purging point to Buckhead – why is it not 1st phase?
- Portland – Bus & Train interface.
- Taxpayers – does each household get streetcar ridership free ticket?
- Why not tighten the SAD boundary with highest density & keep investment risk low.
- What if the project is over budget?
- If property value is going up, then the property tax would also increase.
- Interaction of streetcar with traffic.
- Hours of operation – needs to be later than midnight.

Table 6

- How does millage work? (in detail)
- Duration of S.A.D.? (depends of payback)
- Highly support free fare. (for equity & marketing)
- Critical to tie in the other modes. (i.e. Amtrak, cross the bridge)
- More loops in the future.
- Help coordinate public support.
- Find a way to get visitors to pay a higher share of the cost.
- Make Buckhead pay us back if they get in on Phase II.