

## PEACHTREE CORRIDOR STAKEHOLDER FORUM

**01/22/08, EVENING MEETING: 6:30-8pm**

### TABLE NOTES

Table 1

- Destinations are in Buckhead, not Downtown
- Consider to take streetcar on other streets, expand goodness
- Current streetscape has eliminated two more lanes; streetcar will remove two more – leaving only two lanes.
- Will only benefit condo owners through increased values of condos.
  - Meant to benefit community and bring in tourists.
  - Increasing taxes
- Hotel tax more than parking tax.
- SoNo & Affordable Housing, what will happen to avoid displacement due to increased rents?
- Fire anywhere near the system will bring the system to a halt.
- Is this the best transit solution for Midtown?
- **NO** to overhead wires.
- Parking tax a huge problem. Tax will increase as the years pass, and less people will come to the area.
- Clarify – change to public vote for tax district.
  - Influence only through councilmen
  - Hours of operation, 24 hours?

Table 2

- Make sure to maintain frequency of stops
- Increase percent of hotel contributions through additional hotel tax and more city contribution
- Expand Taxable area and include single family homes
  - Consider peripheral zones in which the tax is less
- Important component is removing buses and exhaust
  - Eliminate MARTA Buses from Peachtree Corridor
- Best for short trips
- Does the streetcar replace walking trips?
- Will the cost be free?
  - Especially for residents being taxed?
- Especially useful for hot/inclement weather for residents
- What is the effect of the streetcar on new businesses and residences?

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- Due to taxes
- Cap on time period of the district
- Extend the duration of the tax
- Cap the bonds/capital

#### Table 3

- In Portland the streetcar was only funded by businesses
- Why is there a trail?
- Model streets have been built without a streetcar
- Tax district appears unfair... probably law suits
- Why residents? This is a B2B (business to business) benefit/network – people moving between businesses
- Will residential parking contractors be taxed?
  - Taxed per sq. ft.; per dollar; or both?
- How many passes will each family receive?
- Concerns about capital overrun
- Why is Ansley Park excluded? Political? Why not a separate millage rate for single family homes?
- Streetcar logistics. Delivery trucks stopped in lanes of traffic?
- Double taxation? Businesses passing on their taxes to the customer
- If cost of living in Midtown too high will residents stop coming here?
- If this is a benefit for the entire city then the entire city should invest, not just one zone – i.e. Midtown
- Would like to see Financial analysis of Capital Campaign and operating expenses
  - Specifically a “best-case”, “worst-case”, and “most-likely” scenario for the next 25 years
- What is the effect on small businesses? Will they suffer?
- Streetcar duplicates geography covered by MARTA - - and MARTA is faster

#### Table 4

- Is the streetcar the right solution for Atlanta?
- Single family excluded = unfair
- Would MARTA buses be eliminated?
- How to remove the congestion?
- How does the streetcar compliment MARTA?

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- Tech Trolley works well.
  - Peachtree might need circulator
  - Trolley bus is much faster
- Peak hour Traffic?
- Climate of Atlanta
  - Supports walking – is there a need for a streetcar?
- What other transit options on Peachtree?
- Outside tax district – no connections and more congested
- Can't be compared with Portland – population growth and congestion
- How much would property values actually increase?
- No noise of streetcar?
- Streetcar is not fast enough in traffic
- Multiple stops not possible with streetcar
- Eliminate the duplication of the transit system
  - MARTA subway and streetcar
  - MARTA Buses
- Is the parking tax public parking only? Is private parking excluded?
- Need more buses(MARTA)
- Difficult to incorporate bicycles, buses, and streetscape
- Seen as a “Window Dressing” – tax money should be used in a better way
- Too many taxes
- Need more specific Data
- Studies on walking radius for lunch of people who work in buildings along the corridor
- Show all proposed phases at once so people can see whole vision at once
- Has the inclusion of Piedmont Park on the streetcar route been considered?
- The culture in Portland is much different than the culture in Atlanta

#### Table 5

- Traffic displacement?
  - May be OK
- School Buses at Woodruff Arts Center
- Fix timing of traffic signals
- Subject the project to open bidding
- Advertising?
- How was the cost estimated?

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- Increase in \$ if cost is higher?
- MARTA improvements in corridor?
- Security? Cameras?
- Operational hours?
- Fort Mac as destination?
- How long would assessment district last?

#### Table 6

- Benefits
  - Supportive in concept
- Concerns
  - Single Family homes included?
  - Make cycling compatible with streetcar
    - Alternative routes
  - Concern routing down Peters rather than White Hall
  - Fares – don't make us pay in addition to MARTA

#### Table 7

- Concern about double taxing for living and Parking
- Will the assessment district change over time?
- Phasing: Which segment will be built first?
  - Question about phasing of Buckhead segment and the segment between Buckhead and Midtown
- Operating costs- options if state-enabling legislation is not passed for parking tax
- In support of free fare but need more details on how it would be implemented
  - Children less than 16 years old should be free
- Support as a means to reduce congestion
- Who will oversee the project and operations?
- Security issues – will there be a dedicated staff?
- Attention to details will help preserve proposal
- More public input
- What about a zone based SAD?
  - Based on closest – pay higher

#### Table 8

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- Parking tax – public or private parking?
- Concern about overhead wires
- Other transit alternative for the 21<sup>st</sup> century?
- Traffic?
- Funding “Not equitable”
- Support transit, question funding
  - Still supportive in concept
- Redundancy with MARTA/streetcar/buses
- Test downtown and tourist involvement
- Priorities (not one)
  - Sewers, ect.
  - “no value added”
- Where coming from? Outary?
- Affordability = tax on condos??
- Negative effect on traffic
- Spread over City of Atlanta Tax Base

### Table 9

- Concern over increase in traffic congestion
- Why overhead wires instead of buried wires?
- How safe are the track when they are wet?
  - Difficulty of steering
- Do the tax payers get a direct vote on whether or not the tax will be levied?
- Have other cities been cited/studied esp. those that have the street car and have eliminated it or do not want it?
  - We need to learn form their mistakes and how they dealt with problems
  - i.e. Memphis, TN
- What, if any, are the future east/west routes?
- How is it more eco-friendly?
  - Because of the removal of cars?
- A route that went all the way to Buckhead would extend the usage – allowing people to travel all the way to Lenox Mall
- Is the Parking tax assessed on on-street parking?
- Is the Tax-abatement district included in the TAD

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- Congestion concern with bottle neck when street car is stopped/moving slower than pace of normal traffic
  - What are the relief flow patterns?
- A trolley bus would provide more flexibility
- Free Fare a great idea for TAD residents
- Need to Verify Ansley/traditional neighborhood boundaries
- Best transit for Midtown – not Atlanta as a whole?

#### Table 10

- Positives
  - Get out of car
  - Buses not as appealing
  - Psychology of transit
  - Takes city to next level
  - Improve property values
  - Peachtree tomorrow can see destinations
  - Can't get lost on dedicated line
  - If you build it they will come
  - Unique aspect – expose folks to transit and build ridership and momentum for transit
- Negatives/Challenges
  - Free ride is critical
  - Peachtree today hard to envision riding:
    - Freedom connections strengthen bus system (MARTA a secret system)
  - Underground parking is 10x the cost
  - Avoid operation by MARTA
  - How did Portland affect bus system?
    - It added riders
  - Fear: Focus on spurs
  - Need tradeoff for payment – i.e. free ride
- Technical suggestions
  - No cars on Peachtree
    - Try on Sundays
    - Pedestrian only

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- Lose left turn on Peachtree
  - MKT in SF
- Always think north south
  - Where is the intricate web of interconnectivity?
- Disparage burden
  - Graduated tax district as you move away from Peachtree
- Other funding sources?
  - Sales tax assessment: retail sales created they should pay for transit convenience
- Map Notes
  - Need a Turner Field connection
  - Need an Emory/Decatur connection
  - Need a Ga Tech Connection
  - Need Atlantic Station Connection