

PEACHTREE CORRIDOR STAKEHOLDER FORUM

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

TABLE NOTES

Table 1

- Concern with integration with MARTA Bus.
- Concern over tax.
 - Existing high tax in reference to incoming residents and property owners.
- Peach Bus defunct?
- Trip too short for potential \$1.75 fare.
 - Would a Monthly or Time slot pass be available for a flat rate?
- Traffic on two way street.
 - Lack of dedicated lane will increase traffic density,
- Compare with Portland, but not equivalent.
- Free eight-block tourist district.
 - Would prefer tourists to pay as well.
- Concern over potential growth spurt at edge of tax district.
- Is this just another “one-off”?
 - Need regional plan
 - Fare integration with MARTA
- Some residents felt it was simply a ‘beautification that is too expensive’.
- Need more critical mass to support the system – create a concept throughout.
- Big beneficiaries; Real estate developers - why they are not paying.
- Why not put money into existing bus system?
- Many downtown residents work in the suburbs.
- Has the potential to increase property values but will not help broader transportation problems.
- Wait times still long for short walks, especially with fare.
- Seen mainly for leisure/weekend use.
- “Has to start somewhere.”
- Tourist loop not as extensive as it should be to accommodate all facilities.
- Biker tires caught in street car tracks?
- Residents did see the benefit of increased property values and potential resurgence of retail investment/development.

Table 2 (Niti)

- Why commercial and residential properties are both charged increased tax? Why residents in SAD should pay tax increase?

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- 20 years is too long.
- Ridership fare.
- Ridership on Peachtree.
- Agency to operate streetcar?
- Is the parking tax enough to cover the operating cost?
- Phasing the construction process – time and place?
- Substation for parking?
- What if streetcar breaks down?
- Why overhead wires? Why not underground? How the parade on Peachtree is going to happen with Streetcar?
- Connection with BeltLine?
- Dedicated lane for streetcar?
- Loading zone on curbside.
- Parking.
- For daily riders, more connectivity is required to surrounding places (outside the district).
- Residents are ready to pay the increased tax because it will increase their property value.

Support

- Residents are ready to pay the increased tax because it will increase their property value.
- The route provides great connectivity to Piedmont Park and Woodruff Arts Center for a resident living on Peachtree Street.
- Would love to ride on a streetcar to avoid driving in Peachtree traffic given that parking is available near the streetcar stops.
- Downtown Circulator route is great for tourists.

Table 3 (John)

- System should interface effortlessly with MARTA – What can be shared? Schedule coordination? Common fare system?
- Atlantic Station connectivity in the future!
- Details of parking tax need to be carefully crafted to not penalize those residents already paying for system (i.e. double-tax for having rented parking space in remote facility)

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- Ensure that the entity responsible for maintenance of streetscape is dependable – residents should be able to voice concerns and have actions taken – maintenance program should be solid – is there money for streetscape maintenance in operations & management budget?
- Why split the circulator? (Auburn – Edgewood) Maybe be confusing to riders, should be on single street – either is fine.

Table 4 (Kadu)

- Does not address mobility.
 - Does not reach destinations for everyday activities and chores
 - Can currently reach all places along Peachtree.
 - Alternate routes can bring development onto adjacent streets and should be considered.
- Need of a dedicated lane for the street car.
- Community should pay bulk and not the residents.
- Should have instead as a first phase only the Downtown Loop
- Look at routes on Marietta Street & International Boulevard.
- Compare MARTA cost for increasing bus frequency instead of spending more on the street car.
- Alternate transportation – above ground – have options been looked into.
- East-west loop is **PRIORITY** in regards to the distance from MARTA and accessibility to neighborhoods that are currently inaccessible.
- Can enhance MARTA's ridership.
- Need for traffic volumes for population.
- Benefits whom?

Table 5 (matt)

- Table overall very supportive of proposal, but have questions about specifics...
- Consideration for exemption of live/workers from parking tax?
- Who will maintain new improvements when exist. Sidewalks are in disrepair?
- How firm are financial projections?
- Organization that has a good track record to run it?
- In many cases, MARTA stations are far apart. This would help remedy!
- Questions about how bicycles interface with streetcars, tracks
- This will definitely accelerate Quality of Life in the area!

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- ADA access – need to be very mindful, not just default to current streetscape standards

Table 6

- Single-Family – why not in? (answered – policy to preserve, MF = more like commercial, better alignment, services, cost benefit)
- Those who pay should get a reduced rate
- City should encourage dense infill development
- What will fare be?
- Service Frequency?
- Operational Hours?
- Residents pay for parking – will get “double dipped”
- Transportation regional – diminish congestion, buses more frequent (?)
- Rationalize taxes – gut says good, economically. Good investment, will increase property values, ahead of the game.
- Expand radius to ½ mile? Is ¼ mile self-fulfilling?
- What to pay a portion – is 75% equitable?