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Milepost

A periodic update from the Peachtree Corridor Partnership

PARTNERSHIP FINALIZES RECOMMENDATIONS

Since the summer of 2007, the Peachtree Corridor Partnership has worked with relevant stakeholder groups and conducted multiple studies to best assess how to make Peachtree a grand boulevard that moves people better, makes businesses stronger and improves the quality of life of Atlanta's residents and visitors. But actually, the work of the Partnership caps nearly two years of advocacy and outreach for a streetcar in Atlanta – going back to the idea initiated by Atlanta Streetcar, Inc. in 2005. [See summary of outreach activities](#) > The work of that group led to Mayor Franklin's appointment of the Peachtree Corridor Task Force in 2006, whose vision was then handed to the Partnership – a collaboration of the city and the CIDs along the corridor – to recommend an initial plan for implementation.

The Partnership will soon deliver a final report to city officials, member organizations, and other private groups that have worked with the Partnership, and the report will include outstanding issues and questions that still need to be addressed. While the current environment of a slowing economy and tight budgets make the immediate implementation of initiatives like this one challenging, the Partnership remains committed to both the long-term corridor vision and the initial implementation of a streetcar system in Downtown and Midtown.

THE STREETCAR MAKE SENSE FOR ATLANTA

Meanwhile, experiences both locally and around the country suggest that the Peachtree streetcar makes sense for Atlanta:

1. The new Seattle streetcar line opened in December. Development along and near the line is moving forward at an impressive pace, including Amazon.com's recent decision to locate its new 1 million sq. ft. headquarters in that area. [Visit Seattle's site for more information](#) >
2. Ridership of the Portland streetcar continues to grow beyond projections. The streetcar now actually serves twice as many non-home based trips as does the Portland light rail transit system (Portland's equivalent of MARTA). [Visit Portland's site for more information](#) >
3. Charlotte is revisiting its regional transportation planning priorities to determine how a proposed streetcar line can be accommodated sooner than originally contemplated.
4. Closer to home, Dr. Beverly Scott, at the recent "State of MARTA" presentation, discussed the need for "local circulator systems" (i.e. streetcars) and described how they complement and enhance the existing MARTA rail system.
5. Finally, recent online surveys conducted by the Midtown Alliance and Central Atlanta Progress on the Corridor project generated nearly 2400 responses. Among the results, more than 65 percent of the combined respondents said that the streetcar could replace at least some of their daily car trips on the corridor.

Clearly, streetcars are continuing to generate attention as a solution to mobility and congestion problems and as an economic development tool. The Peachtree streetcar can help Atlanta achieve these objectives as well.

