PUBLIC MEETING #2
Streetcar East Extension

September 13, 2022
Special Guests

Councilmember Amir R. Farokhi
City of Atlanta, District 2

John Saxton
City of Atlanta, ATLDOT

Kim Wilson
Atlanta BeltLine, Inc.
AGENDA

• Project Overview
• What We’ve Heard
• European Best Practices Study
• Guideway Treatment
• Guideway Protection
  • Tree Protection and Restoration
  • Pedestrian Crossings
  • Irwin Street Crossings
• Stop Area Designs
  • In Street
  • Atlanta BeltLine
• Video Renderings
• Questions and Answers (Q&A)
PROJECT OVERVIEW
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).
PROJECT SCHEDULE

ATL STREETCAR ORIGINS
2000 - 2017

MARTA 2040 EXPANSION PLANNING
2017 - 2019

SCE PRELIMINARY ENGINEERING
2019 - 2022

SCE FINAL DESIGN
2022 - 2024

SCE CONSTRUCTION
2024 - 2027

We are here
PUBLIC MEETING #1

• May 27, 2021, was a virtual public meeting held to provide information on the project and design status

• Virtual meeting room launched May 2021

• Public survey opened May 27, 2021, and closed June 30, 2021

Link to project website: www.streetcareast.com
1,143 data points were collected from 467 respondents. Count of responses from within the study area are shown in parentheses above.
RESPONDENTS’ PRIMARY CONCERNS

1. Most Voted Concerns:
   - About 250 Responses
   - Loss of Trees/Tree Canopy

2. Most Voted Concerns:
   - About 230 Responses
   - Impacts to Pedestrian/Cyclist Experience on the BeltLine trail, Including Safety

3. Most Voted Concerns:
   - About 150 Responses
   - Construction Impacts

Other Concerns

4. Impacts to Current Property Values
   - About 65 Responses

5. Loss of On-Street Parking
   - About 55 Responses

6. Loss of Property (Full or Partial)
   - About 50 Responses

7. About 120 General Comments
BIKE FACILITY PREFERENCE

1. Highest Preference: Over 200 Responses
   Cycle Track

2. No Preference: About 190 Responses

3. Secondary: About 75 Responses
   Couplet
EUROPEAN BEST PRACTICES: BACKGROUND

- European tram design experts within the urban environment
- 65 years of experience worldwide
- Brought on by MARTA in late 2021
- 100 European Best Practices identified
- IDOM’s Best Practices for BeltLine Streetcar report tailored these best practices to Atlanta Streetcar East
EUROPEAN BEST PRACTICES: KEY TAKEAWAYS

GIRDER RAIL
Not Added to Project

No manufacturers in the US market. Existing Atlanta Streetcar uses T-Rail as will the Streetcar East Extension.

Added to Design

DELINEATION
CURBS
for visual communication of safe areas outside streetcar path on the Atlanta BeltLine.

Still Under Consideration

ILLUMINATED BOLLARDS
AT CROSSINGS
To enhance user experience and visibility with pedestrian-scale lighting at designated crossings.

Not Added to Project

GIRDER RAIL
No manufacturers in the US market. Existing Atlanta Streetcar uses T-Rail as will the Streetcar East Extension.

100 DESIGN BEST PRACTICES IDENTIFIED

67% were already captured in design

17% were not added or not applicable to project

7% are still under consideration

3% were partially added

6% were added to design
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 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
GUIDEWAY TREATMENT MAP
GUIDEWAY PROTECTION
GUIDEWAY PROTECTION OPTIONS: EDGE DELINEATION

Landscaped Edge  Curb and Grade Difference  Curb with Planting and Furnishing  Guideway and Grass without Barriers
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 PROTECTIONS
ATLANTA BELTLINE TYPOLOGIES
BARRIER TYPES

Carl Stahl

Banker

H4.4.1 Typical Railing

- Heights: 42" and 54"
- Railings and Rail Posts:
  - Stainless steel double bar double post, #4 brush finish
  - Stainless steel handrail optional
  - Side-mounted
- Infills:
  - Stainless steel mesh
  - 4" maximum vertical opening
- Primary conditions:
  - Granite fill wall along trail (54")
  - Granite fill wall at overlook (42")

H4.4.2 Service Railing

- Heights: 42"
- Railings and Rail Posts:
  - Stainless steel double bar double post, #4 brush finish
  - No handrail
  - Top-mounted
- Infills:
  - Stainless steel mesh
  - 4" maximum vertical opening
- Primary conditions:
  - Granite fill wall along transit
GUIDEWAY PROTECTION

Cable Safety Fence: Stations and Crossings

H4.5.2
Safety Fence

- Heights: 42"
- Railings and Rail Posts:
  - Stainless steel pipe, #4 brush finish
  - Ground-mounted
- Infill:
  - Stainless steel cables, 12" O.C.
- Primary conditions:
  - Where the trail is closer than 5' to the transit guideway

STAINLESS STEEL CABLES AT 12" O.C.
STAINLESS STEEL PIPE RAIL POSTS
PEDESTRIAN CROSSING: TYPE 1

- Passive warning (static signage)
- Speeds <10 mph
PEDESTRIAN CROSSING: TYPE 2

- Active warning
- Speeds 10-25 mph
- Between stop locations
BeltLine Tree Protection – Typical Section

BeltLine Tree Replacement – Typical Section
STRUCTURAL ROOT PLATE IMPACT
GREATER THAN 30% CRITICAL ROOT ZONE IMPACT
20-30% CRITICAL ROOT ZONE IMPACT
UNDER 20% CRITICAL ROOT ZONE IMPACT

TREE PROTECTION & RESTORATION

ATLANTA BELTLINE EASTSIDE TRAIL
TREE PROTECTION & RESTORATION

- Acer rubrum 'Armstrong Gold'
- Liriodendron tulipifera 'Arnold'
- Liquidambar styraciflua 'Slender Silhouette'
- Chionanthus retusus 'Tokyo Tower'
- Parrotia persica 'Persian Spire'
- Carpinus caroliniana 'Clarynette'
- Quercus x warei 'Kindred Spirit'

- Ginkgo biloba 'Grindstone'
- Juniperus virginiana 'Taylor'
- Juniperus virginiana 'Brodie'
- Magnolia virginiana 'Sweet Thing'
- Carpinus caroliniana 'CCSQU' (Palisade)
- Diospyros virginiana 'Magic Fountain'
VEGETATION PROTECTION: HEDGES & SHRUBS
IRWIN STREET CROSSING
OPTION 1: LEAVING OPEN

Retain Existing Trail Crossing, Remove RRFBs

New Streetcar Blankout Warning Signs (Both Directions)
IRWIN STREET CROSSING
OPTION 2: CLOSING

- Retain Existing Trail Crossing, Remove RRFBs
- New Streetcar Blankout Warning Signs (Both Directions)
- New Brick Ped/Bike Plaza with Planters
IRWIN STREET CROSSING: CLOSURE DEMONSTRATION

**Purpose:** to analyze potential long-term impacts of upstream and downstream and on adjacent roads through a temporary week-long demonstration

**Proposed Dates:** October 2022
Existing standards along Edgewood Avenue will be continued
STOP AREA DESIGN: BELTLINE

ABI Typologies
VIDEO RENDERINGS
AUBURN AT IRWIN STOP
RALPH MCGILL STOP
PONCE DE LEON STOP
Q&A

To add a question, use the Q&A feature in the menu at the bottom of your screen.

If you are dialing in, you can request to be unmuted by dialing *9.

A comment card is available on the project website: www.streetcareast.com.

For additional questions, please email the project manager, Bryan Hobbs, at jhobbs@itsmarta.com.

Please direct service-related questions to custserv@itsmarta.com.
Thank You!