

Peachtree Road Streetcar

A Survey of

Buckhead Residents

Full Report

November 11, 2015

This online survey was conducted September 17 through November 1.

Survey Participants were invited by North Buckhead emails, North Buckhead Newsletter (printed circulation 4,600 copies), and a presentation to the Buckhead Council of Neighborhoods.

About half of the survey participants were North Buckhead residents (ZIP Codes 30326 & 30342). The remainder were residents in other Buckhead neighborhoods (ZIP Codes 30305, 30309, 30318, 30319, 30324, and 30327).



North Buckhead Civic Association

WWW.NBCA.ORG

NorthBuckhead@Yahoo.com

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Survey Statistics

Proposed Peachtree Road Streetcar

Q.1 - Atlanta's Beltline agency has proposed a future streetcar route on Peachtree Road from the Midtown area up through the Buckhead Village as far as to the Buckhead MARTA Station in North Buckhead, maybe farther.

Do you favor such a rail-based streetcar system operating on Peachtree Road?

Q.2 - The Peachtree Road streetcar proposal is part of a larger Beltline proposal to set up a second taxpayer-financed transit system in the City of Atlanta at an added cost of several billion dollars. (The Beltline projected a \$3.6 billion cost in 2014.)

Do you favor having a second transit system in addition to MARTA?

ZIP	N	YES	NO	Undecided	YES	NO	Undecided
30305	41	10%	90%		12%	83%	5%
30309	14	36%	64%		43%	57%	
30318	4	25%	75%			100%	
30319	4		100%		50%	50%	
30324	1		100%			100%	
30326	10	10%	90%		10%	90%	
30327	8		100%			100%	
30342	79	15%	82%	3%	15%	78%	6%
Total	161	15%	84%	1%	16%	80%	4%

Q.3 -Do you have additional comments about the Beltline's streetcar proposal or about this survey?**Comments****FAVORS PEACHTREE ROAD STREETCARS****30305 E Paces Ferry Rd #146**

I am unable to drive so I depend on public transit or someone else driving wherever I go. I live only a few blocks from Peachtree and I ride the Marta buses. Buses can only go where the cars and trucks go so they only add to the traffic. When the traffic does not move, neither do the buses.

Streetcars would have dedicated lanes, giving riders a better chance at getting to their destination quicker. More people would ride the streetcars than the buses.

Whatever city I am in it seems the people most opposed to good, efficient public transit-- along with dedicated bicycle lanes-- are the ones who would never use them, no matter how convenient, clean, and safe. Public transit riders are not a sub-class of citizens-- they are your neighbors.

30305 Pharr Rd #137

The Streetcar will be a key transit addition to developing areas of Buckhead such as Buckhead Village. Marta alone is severely inadequate to serve the development of Buckhead.

30305 Piedmont Rd #218

marta should be extended to up 400 alpharetta, ad the other line to gwineet up 85

30305 Slatin Dr #201

I would actually favor expansion of MARTA heavy rail but that would cost more than the additional benefit over light rail (street car etc).

30309 Anjaco Rd #167

If we continue to promote automobile based transportation, all we will have is roads. No sidewalks, sprawled development, and dependency upon cars to do anything. This is not only poor planning, it is unhealthy and unsafe. Planned communities minimize the need for the automobile, and create more cohesive living environments. Street transit works well in the rest of the world, so why are we truly any different?

Of course neighborhoods that just use Peachtree, and don't exist near it, don't care if congestion is a problem. After all, they don't live near it. For those of us that actually live near Peachtree, we'd like to be able to get around without fear of being killed by those who are just passing through.

We need better planned communities supported by good transit infrastructure.

Q.3 -Do you have additional comments about the Beltline's streetcar proposal or about this survey?**Comments****FAVORS PEACHTREE ROAD STREETCARS****30309 Geary Dr #192**

I am in full support of a Streetcar proposal. I strongly believe that alternative transportation options should be implemented to maintain and improve our community residents' quality of life.

I am also a HUGE supporter of dedicated bike lanes along Peachtree Road from Deering to Buckhead. I bike commute from my home in Loring Heights along Peachtree Road to my office in Buckhead. The road diet and dedicated turn lanes will improve traffic. Adding bike lanes will also increase bike commuters and therefor reduce car traffic. I am brave and bike along this stretch knowing the risk I take. Others would reduce their carbon footprint if they felt safe and supported in their choice.

The time for change is now. We have the power to make our community better, safer and more modern. We can make this happen.

30309 Hascall Rd #173

It should be run as part of the Marta umbrella, and not as a second system with separate administration.

30309 Peachtree St #162

We don't need a second entity to run the streetcar - it should be part of the MARTA system.

The streetcar can carry a much larger number of riders than the number of private cars that fit within the area occupied by the streetcar, thus INCREASING the transportation capacity of this critical street and providing a reliable link between downtown, midtown and Buckhead (the southern portion where MARTA trains do not reach).

If the Peachtree Rd. in Buckhead is reconfigured with 2 driving lanes on each side, the middle lane can be for both the streetcar and for left turns, since the streetcar would only be in this lane every few minutes. Where streetcar stops are located, the driving lanes can shift slightly on each side to make way for a station shelter.

Look at Toronto or any other thriving modern city for an example of how much a streetcar increases the efficient utilization of a roadway, and reduces the need for everyone to drive their own vehicle to get anywhere (Buckhead).

30318 Howell Mill Rd #161

Why would you need a 2nd taxpayer-financed transit system? Do it all thru MARTA and avoid the double expenditure of personnel to run both. Typical government projects, paying little attention on how to save money and get the project done.

Q.3 -Do you have additional comments about the Beltline's streetcar proposal or about this survey?**Comments****FAVORS PEACHTREE ROAD STREETCARS****30326 Peachtree Rd #130**

Atlanta is a growing city, and traffic and congestion will only get worse. In order to become a world class city, and compete with other cities in the Southeast, Atlanta, and Buckhead, MUST invest in alternate forms of transportation, including bike lanes, street cars, and expanding MARTA.

30342 Arden Way #102

I strongly support addition of a streetcar system to supplement MARTA.

30342 Carmain Dr #22

This is a false choice. In reality, there is no choice, if we want to be able to thrive and improve our quality of life, then we MUST have additional transit options. You can't judge these systems on whether they will, in the short term, (i) be financially self-supportive or (ii) reduce the time you spend in your car. They won't initially, but they will be the backbone of the type of infrastructure investment that will allow us (Buckhead) to continue to grow over the next 50 years. To oppose this investment because it will inconvenience you personally in the short-term is selfish and stupid. The argument that opponents use(i.e. "we don't need this") could have been used to kill our past investment in every critical piece of infrastructure that we enjoy today from the airport to the interstate, to GA 400, and yes, even to MARTA. Please do not succumb to this "it's all about me" mentality and make your decision about what is in the long-term interest of the community.

30342 Loidans Dr #184

Atlanta will continue to densify. Transit that addresses the last mile is critical. Looking through the prism of yesterday will not solve tomorrow's problems.

30342 Loidans Dr #64

Most people in the area will NOT ride MARTA buses but will ride the trains. The streetcar is much more similar to train than a bus.

Q.3 -Do you have additional comments about the Beltline's streetcar proposal or about this survey?**Comments****FAVORS PEACHTREE ROAD STREETCARS****30342 Old Ivy Rd #166**

My thoughts are a little more nuanced than a simple yes or no answer can convey.

For example, the route is of vital importance and will require detailed study. The original "People Mover" route that was proposed for Buckhead would be a good starting point. That route doesn't go up the middle of Peachtree but it adds important local connectivity and stability.

We also have to think about where we want our community to be in 20-30 years down the road. If we continue to limit ourselves to automobiles only, that will impact us in terms of walkability, property values, quality of life and environmental sustainability.

And needless to say, all transportation and development projects must be carefully vetted for financial viability.

30342 Old Ivy Rd #221

I am very strongly in favor of any and all proposals to expand Atlanta's publicly-funded transportation network. The proposed streetcar network would be an enhancement of the existing MARTA rail network, rather than a competing system as suggested in the wording of #3 above and in Mr. Certain's editorial in the October NBCA newsletter. The proposed streetcar network is the very "fix" to MARTA that Mr. Certain asks for in his piece.

NBCA should immediately and unequivocally come out in favor of the mayor's streetcar plan and do all that it can to ensure its enactment.

30342 Peachtree Dunwoody Rd #96

Every city I have visited with streetcars have a vibrant sidewalk culture that doesn't (yet) exist in Atlanta. San Francisco's Embarcadero didn't even exist until the freeway was removed and the streetcars added. I strongly support a streetcar system that runs from the Midtown Marta station to the Brookhaven Marta station.

30342 Stovall Blvd #82

We need to do whatever it takes to get people out of their cars. We absolutely need more transit.

The streetcar system connecting to the beltline is a fantastic idea that will connect various parts of the city in new ways.

I am 100% in favor of the streetcar plan.

Q.3 -Do you have additional comments about the Beltline's streetcar proposal or about this survey?

Comments

OPPOSES PEACHTREE ROAD STREETCARS

30305 Cherokee Rd #170

I might not be around when this building starts, but if I were I would leave Atlanta in a heart beat. Run a bus system that doesn't keep people waiting and is dependable. Buses are flexible in testing route changes as peoples needs change.

This totally ignores the celebration that took place when all the ugly wires and special tracks were removed.

30305 E Paces Ferry Rd #153

The survey is very limited in scope, perhaps by design. The question that should be asked is "do you favor improving/expanding rail transit options that link into the current MARTA rail system but not a street car. I like Gordon Certain's comments regarding tunneling or using cut and cover for the Peachtree Rd corridor. I am very concerned that a streetcar system will just be stuck in traffic like any other vehicle. However, the city desperately needs additional rail service beyond what is currently offered. The continued development of the Peachtree Road corridor is only going to continue. The old way of "automobile only" will fail miserably if we do not provide a viable alternative. I also agree with Gordon's comments regarding another competing transit agency. I am certain that Atlanta/Buckhead needs to work within the current MARTA framework and not establish a competing service, not to mention another public entity that will compete for the same funding sources.

30305 East Paces Ferry Rd #214

The hundred million dollar "streetcar" that the mayor put in downtown is a travesty. A complete waste of taxpayer money, and dangerous to both drivers and pedestrians. The idea that anyone would suggest that we do the same thing again, this time in Buckhead, makes me question their motives.

30305 Habersham Rd #118

This proposal is an absolute waste of money which will increase congestion not decrease it.

Q.3 -Do you have additional comments about the Beltline's streetcar proposal or about this survey?**Comments****OPPOSES PEACHTREE ROAD STREETCARS****30305 Muscogee Ave #147**

Let me get this straight. Peachtree St. now has 6 narrow lanes. Change 2 lanes for streetcar. Are busses still going to run alongside of the streetcars too? Projected bike lane change idea - Minus one lane for turning and 2 lanes for bikes = 3 lanes left so probably squeeze it into 4 lanes. Less 2 for streetcars. Equals 2 lanes left!! You say the traffic will be the same? Check out the auto tags on Peachtree the majority are not only local Fulton County. Those folks will continue to drive maybe a few will ride streetcars. And what do you suggest when the cars park along both curbs during all the various church services held daily and Sundays. There are only 3 streets that run North and South from Midtown to Buckhead crossing Peachtree Creek, I-85 and the Marta tracks. Peachtree, Piedmont and Northside. Car traffic has no other alternative and it will become gridlocked going from 6 to 2 lanes and maybe 1 turn lane.

30305 Peachtree Battle Ave #200

There are not enough lanes on Peachtree Road to accommodate the current traffic. With over 12,000 new apartment units that have been built or are planned in Buckhead, the capacity problem on that road will worsen. Ridership of MARTA buses is 50% at best. A more efficient use of funds by MARTA and consideration of additional below ground transit would be better options.

30305 Peachtree Hills Ave #190

Traffic currently along Peachtree Road is a mess. This would only make it worse. Many people would detour through the neighborhoods, whose roads are already over capacity.

30305 Peachtree Hills Ave #191

Traffic is bad enough now. We don't need a streetcar adding to the congestion. MARTA serve the same area.

30305 Peachtree Rd #131

I have personally observed that many of the Marta buses already in service on Peachtree road are almost empty much of the day and night.. This fact would lead one to conclude that not very many people are in need of this already existing public transportation service. Simple Video camera surveillance could confirm this fact. A streetcar would be superfluous.

Bike lanes may be a better idea in another country where people live close enough to villages to shop and work. It would be very dangerous for a biker on Peachtree. I personally drive down Peachtree Battle Avenue many times a week and have NEVER seen a biker in the relatively new bike lanes. The street car and biker lanes on Peachtree Road is a stupid, irresponsible, out of touch with reality, idea no doubt feathering someone's political nest.

The real traffic problem lies with the city irresponsibly issuing permits for thousands of new Apartments complexes in the greater Buckhead with no plan to change the infrastructure

Q.3 -Do you have additional comments about the Beltline's streetcar proposal or about this survey?**Comments****OPPOSES PEACHTREE ROAD STREETCARS****30305 Peachtree Rd #143**

The question regarding a second system should be better worded to address whether or not we feel there is an inadequate transit system in this city. The answer to that question is yes, we have a massively inadequate transit system. Thus, if the only way to expand transit is through a "second system", then let's do it. But I would prefer to simply expand MARTA.

30305 Peachtree Rd #148

Adding feeder bus routes to the north/south MARTA bus lines and increasing the frequency of buses along the route could increase ridership with a lower cost than adding streetcars which would disrupt the flow of traffic as they did previously decades ago on Peachtree. Then perhaps all the prospective occupants of the planned new apartment buildings in Buckhead would find traveling by bus and MARTA train as convenient as do residents of other large cities who would rather not commute by car.

30305 Peachtree Rd #154

I am a very active and healthy person, I love the idea of bike lanes but I was also hit by a car and left to get myself to the hospital. I would prefer better, safer, wider sidewalks.

30305 Peachtree Rd #156

After seeing the result of the streetcar boondoggle in downtown, only an idiot or a Democrat could believe that a streetcar going all the way up Peachtree makes any sense.

In other words, only an idiot or a Democrat could believe that spending \$3.6 billion to completely screw up automobile travel on the city's main surface street could be a good thing. Have they ever noticed all those empty #110 buses already going up and down Peachtree?

While we're at it, let's also kill that whole bicycle lane plan.

30305 Peachtree Rd #157

I strongly believe that the proposed streetcar system would have a very negative impact on traffic flow, and would adversely affect local area businesses, as well as the quality of life for residents. While the streetcar sounds interesting in theory, the "highest and best use" of Peachtree Street is moving as many people as possible, as quickly and safely as possible. That is not possible with a streetcar system.

30305 Peachtree Rd #163

Streetcars would add chaos to Peachtree Rd in Buckhead

Q.3 -Do you have additional comments about the Beltline's streetcar proposal or about this survey?**Comments****OPPOSES PEACHTREE ROAD STREETCARS****30305 Peachtree Rd #20**

To quote Sam Massell: "Have you ever seen Peachtree Road in Buckhead without metal plates in the road? Street cars do not do well running over metal plates." That is because the streetcars run on rails. You tear up the road you have to tear up the rails. Besides we already have 3 MARTA rail stations in Buckhead, with rail connecting to downtown for the tourists, etc. And, we have a very fine MARTA "Peach" bus line up Peachtree Road that runs every 15 minutes and has the best quality bus equipment in the MARTA fleet.

If they add bike lanes to Peachtree Road, where would the Streetcar dedicated rail lanes be? would we then cut car traffic to one lane in each direction on some segments of Peachtree Road.

Dumb idea and totally unnecessary and unneeded.

30305 Peachtree Rd #206

MARTA is enough for public transportation needs. No need to spend any more money on streetcars.

30305 Peachtree Rd #215

If we reduce the number of lanes, put in bike lanes, where are we going to put street cars. Nice , Fr, has street cars but only one car lane each way and no bike lane. Unfortunately, the traffic volume on Peachtree does not allow for this

30305 Peachtree Rd #219

This is a supreme waste of money and an additional traffic nightmare. You go down to where the streetcar is now and its border line dangerous!

30305 Peachtree Rd #46

PLEASE STOP THIS POINTLESS PLANNING WHICH IS EATING UP MONEY. ALSO PAY ATTENTION TO THE COST OVERRIDES, DELAYS, AND LOW RIDERSHIP ON THE DOWNTOWN TROLLEY.

IT IS CLEAR THAT AN ALTERATION TO TRAFFIC LANES IS UNDER SERIOUS CONSIDERATION FOR BIKE LANES ON PEACHTREE TO BUCKHEAD AT PHARR. THAT IS MORE THAN ENOUGH CHANGE!

AS A TAXPAYER, I VERY MUCH RESENT THE CITY ENGAGING IN SUCH PLANNING WHEN IT IS IN NO WAY A VIABLE IDEA. USE OUR MONEY MORE WISELY EVEN IF YOU ENVISION FEDERAL MONEY. FIND A PROJECT WHICH WILL USE FEDERAL MONEY AND DO SOME GOOD. ORIGINAL THOUGHT OF RAILWAY LINES WHICH ARE SO NEEDED IN UNDERDEVELOPED AREAS IS A WORTHY IDEA TO EXPLORE. HOW COULD ANYONE THINK BUCKHEAD NEEDS TO BE DEVELOPED ??????????

Q.3 -Do you have additional comments about the Beltline's streetcar proposal or about this survey?**Comments****OPPOSES PEACHTREE ROAD STREETCARS****30305 Rumson Rd #168**

waste of funds - the fist streetcar project went way over budget, has been vadalized and the Feds say it is not maintained properly. This is all in the first year of operation!

Until the city can keep the sidewalks repaired for pedestrians and fill in the potholes in the roads we drive on, we don't need to waste precious funds on a vanity project like a streetcar.

30305 Vernon Rd #149

The vehicular traffic on the Midtown to North Buckhead section of Peachtree is already too heavy. To further impede the flow of cars along this area of the street by adding a streetcar is short sighted and will surely cause frustrated drivers to choose an alternative route through my neighborhood. Please do not allow this proposed streetcar to add to the congestion and my neighborhood's cut through traffic.

30305 Virginia Pl #159

Although I live and work a few blocks from Peachtree, I do not think I would ever have any use for the streetcar. I do not see how this system will serve Atlantans any better than buses. I cannot imagine a scenario in which the ridership of the Peachtree streetcar could possibly come anywhere near offsetting the negative implications of construction and the traffic delays the streetcar will cause after it is complete. I have never heard a satisfactory answer as to why the O4W streetcar delays occurred, why they were not anticipated by the proponents of the O4W streetcar, or why we would not expect the same delays on Peachtree. Finally, we should not be investing in fixed infrastructure such as this when major technological changes, including ridesharing and driverless vehicles, appear to be right around the corner and will likely have a significant impact on the benefits of a proposed Peachtree streetcar.

30305 W Shadowlawn Ave #133

The mayor and City Council need to focus their efforts (and money) on the escalating crime in Atlanta. We do not need another costly transportation system that would add to the current traffic issues along Peachtree Road in Buckhead.

30309 Camden Rd #197

The streetcar is a complete waste of money. These funds could be better used to increase capacity along Peachtree and Northside (as an alternative route to Peachtree). The streetcar will only clog up Peachtree more than it is already clogged.

The current sewer line project on Northside is the perfect time to widen this road to increase capacity there and create a viabel alternative to Peachtree.

Bottlenecks along Peachtree can also be elimintaed to increase traffic flow. Two prime exmples are:

- 1) Collier Rd/Peachtree SB Intersection - build a dedicated turn lane from Peachtree onto Collier. The sharp angle of this turn creates a huge botleneck and makes it difficult for cars to also turn right on red.
- 2) Traffic light coordination - coordinate the timing of light along Peachtree to keep traffic moving.

Q.3 -Do you have additional comments about the Beltline's streetcar proposal or about this survey?**Comments****OPPOSES PEACHTREE ROAD STREETCARS****30309 Garden Lane #175**

With the city's crumbling infrastructure, the funds should be directed to repair existing infrastructure. The streetcar would only impede traffic flow on Peachtree.

30309 Hascall Rd #180

The idea of this system makes no sense and doesn't remotely seem like it will help with the traffic congestion that exists along that stretch of Buckhead. I travel from Deering Road to the Sovereign Building , 3344 Peachtree Rd) every day. On a good day, coming home after work, (still) takes me 30 minutes. On a bad day - an hour....to go 5 miles! With all the new and continued construction on Peachtree (mostly condos/apartments), it is only going to get worse. One of the main reasons we live and work inside the city is to avoid living so much of our lives in the car commuting. I'm starting to wonder how much worse it is going to get and at what point will it be too much...that it's not worth it anymore. At that point it may be time to move to a different city, not just an Atlanta suburb.

30309 Hascall Rd #181

Totally oppose streetcars in Atlanta.

30309 Hascall Rd #195

Money wasted on toll lanes and streetcars add to the administration reach of the government and subtract from projects to help citizens. This is a strong NO tot he streetcar.

30309 Northrden Ln #199

Yes, we need a second system but the traffic implications on Peachtree in 2015 are problematic...can't imagine what it will be like in a few more years, especially with new development in Buckhead along Peachtree. However, I would much rather have transportation and logistics issues like these addressed than see more money allocated to sports teams, stadiums, etc.

30309 Robin Hood Rd #222

I deliberately bought a house in Midtown 18 years ago within 3 miles of my office - my commute has been n/s on P'tree. I walk, carpool, use MARTA, sometimes drive, occasionally bike. Peachtree Road is too narrow to lose lanes -- the streetcar is a waste of money that MARTA desperately needs. I have a second home in Washington DC - and frequently ride the Circulator "express" bus. If Atlanta wants to get folks out of the MARTA tunnel, provide and sell the idea of clean, quick buses, not an impractical solution to our current traffic woes that are the result of poor planning.

Q.3 -Do you have additional comments about the Beltline's streetcar proposal or about this survey?**Comments****OPPOSES PEACHTREE ROAD STREETCARS****30309 Trabert Ave #188**

First most Marta buses are not running with more than a 50% occupancy if even that. Buses seem to be running too close together as two can be just a block apart going up and down peachtree. There should be smaller buses since they are not running full. So a need to sink close to 4 billion dollars into a second transit system seems to be totally unreasonable if the first is not running at full capacity. Secondly peachtree road is a vital thoroughfare and this would cause traffic problems beyond backups being encountered currently on a Monday- Friday work week.

30318 Overbrook Dr #160

The city should be focused on implanting Beltline and it's promised connectivity, not creating another costly system to build and operate.

30318 Walthall Dr #183

The road to hell is paved with good intentions. While the concept of the streetcar is "romantic," it is a waste of taxpayer money to attempt to solve a problem with the wrong solution. The Peachtree Rd. corridor is already served by buses and MARTA. The amount of money required for this will be absurd compared to the ridership that it will serve which will be insignificant. In a corridor that WILL remain crowded, stations for this streetcar will add to the confusion and complexity of the situation. The city should be worrying more about building rapid transit where options do not exist and should be pushing greater metro to push rapid transit, for example, to the new Cobb stadium and beyond. This is a boondoggle project tapping money that could be better used in education, serving the homeless, and improving lives of children and the elderly. Stop the distraction from real issues.

30319 Peachtree Rd #114

Beltline should NOT include a streetcar on Peachtree.

30319 Sylvan Cir #110

The street car could fill in where MARTA has chosen not to go and finally give us a way to get where we need to go. Putting it running up and down Peachtree should be a non starter. From Lenox to Perimeter YES, from Galaria to Northlake YES, from Lenox to Toco Hills absolutely. Go where the traffic is really bad and provide alternatives but don't put it where there is already a MARTA solution - that is just stupid.

30324 Lenox Rd #119

In my humble opinion, it makes sense to expand MARTA to utilize the corridors and routes needed for additional mass transit for the area. MARTA has a proven track record of success and they have already perform the analysis necessary to deal traffic and congestion in many of the Buckhead areas. MARTA should be the best option for additional mass transit.

Q.3 -Do you have additional comments about the Beltline's streetcar proposal or about this survey?

Comments

OPPOSES PEACHTREE ROAD STREETCARS

30326 Park Ave #125

It is inconceivable that anyone would

30326 Park Ave #128

Improve what we have, do not add anything more to tie up Peachtree Street which is already clogged and with all the new development promises to be morose.

We could use London style double decker buses to attract tourists and others without putting rail lines in. When trolleys became trackless it was to improve our traffic situation as we grew. This was true in all major cities. We would be going backwards.

Adding rail lines down Peachtree Street will be a disaster and could easily threaten the growth of our entire city. Do not do this!

30326 Park Ave #97

Marta was designed for everyone - now it is a vehicle for criminals to get to the neighborhood. A street car would be nice for visitors but it will only confound the traffic problem and had to crime - bet we all end up afraid to get on it.

30326 Park Regency Pl #68

The street car is not working in downtown. A waste of money

30326 Peachtree Rd #11

If the Mayor is so in love with streetcars he should take his heart to San Francisco.

30326 Peachtree Rd #212

Invest this money to increase the MARTA system (heavy rail) or add MARTA light rail routes which connect to the existing MARTA lines. No streetcars should be added to the already congested traffic in Buckhead. We have MARTA rail and MARTA bus service. There is absolutely no need to waste money on a streetcar.

Q.3 -Do you have additional comments about the Beltline's streetcar proposal or about this survey?**Comments****OPPOSES PEACHTREE ROAD STREETCARS****30326 Stratford Rd #104**

While the city needs additional transportation options, a streetcar that runs on Atlanta's already congested 'main street' seems like a poor solution to the problem at hand. A streetcar can work as a secondary or tertiary transportation piece if built properly, but not as the 'centerpiece'.

The idea that many people would simply switch from driving to streetcar service in a city where the car is a primary mode of transportation is, unfortunately, an unproven assumption. Seeing the level of funding that this project would require, and the disruption it would cause to the area, I am against this costly experiment.

30327 Cloudland Dr #186

Peachtree Road DOES NOT NEED A STREET CAR!! The road is too narrow and winds too much through Buckhead and midtown to make this a reasonable option. This will NOT make people leave their cars and ride the street car.

30327 Margaret Mitchell Ct #62

The original Streetcar project was unnecessary and costly and does nothing to improve traffic congestion in our overcrowded city. This is not an effective use of our tax dollars and again will not solve our problems. Additionally, the Beltline has a huge unpaid debt obligation to the Atlanta Public School system that they need to resolve before extending themselves into other areas of the city. That is an outrage.

30327 Margaret Mitchell Dr #226

I agree with NBCA President Gordon Certain and Councilmember Norwood that the streetcar line along Peachtree Rd. is not practical. It's assumed also that it would cost AT&T additional millions to redirect their transmission lines.

30327 Paran Walk #196

They should have gone to Memphis, Tennessee before building a streetcar line here. Memphis had already done it and their streetcar is hardly have any riders on them.

I don't care, if the City did receive a federal grant, the streetcar idea is a waste of money!

30327 Rilman Rd #124

Peachtree Road is so crowded and needs every lane of traffic available. No room for a streetcar.

30342 Beverly Ln #34

We don't need to have P'tree St/Rd disrupted by construction for what? We have bus service already.

Q.3 -Do you have additional comments about the Beltline's streetcar proposal or about this survey?**Comments****OPPOSES PEACHTREE ROAD STREETCARS****30342 Conifer Cir #204**

I strongly oppose the streetcar system or any other transportation system that impedes in any possible manner the flow of automobile traffic in and around Peachtree or greater Atlanta. We are a owner occupied and owner driven car centric metropolitan area - not taxis, not buses nor subway and certainly not bicycles. Own that fact please!! Leave your theoretical re-engineering of our city streets that provide for seldom used transportation modalities to the classroom. Our quality of life, our property values, our freedom to move about our city should not be "legislated against" in a harmful manner because certain politicians deem it to be a "good", "politically correct" thing. Always amazing that the political proponents for such changes depend not on the very transportation systems they usher to the forefront. My daughter attends Ga. State and lives in that area on the trolley line. The trolley cars seldom have more than a handful of riders yet negatively impact the car travel of many!

30342 Conifer Park Ln #105

We already have Marta and the bus system. We should use funding to improve the efficiency and safety of those systems. Streetcars would be a wasteful use of taxpayer monies when we already have a taxpayer financed system in place.

Buckhead traffic simply cannot accommodate another bottleneck and the streetcar plan represents miles of bottleneck through an already congested area. I have yet to see projections as to how many people would be using this system and during what times of day,

Development in Buckhead is at breakneck speed. Perhaps before new buildings are approved the city should take a breath and look at the impact of the developments on traffic and our resources. Taxpayers are always asked to pay and clean up the mess after the city and the developers have made their money. In my opinion, developers should be required to contribute both financially and logistically to a traffic plan that will alleviate problems caused by their development as part of the permit process.

Q.3 -Do you have additional comments about the Beltline's streetcar proposal or about this survey?

Comments

OPPOSES PEACHTREE ROAD STREETCARS

30342 Creek Wood Close #48

Any such proposal needs to be supported by data such as:

1. projected usage data, including detailed breakdown of users
2. breakdown of costs and costs per trip by user groups (such as, how much are users bearing vs taxpayers not using the system)
3. experience data compared to existing downtown streetcar system (initially projected vs final cost, initially projected ridership vs actual ridership experience, cost per trip)
4. statement of indirect costs, such as increased travel costs/ trip delays during construction period

This is with particular emphasis on the North Peachtree corridor.

Efforts such as this and proposed bike lanes need to be reviewed considering cost per trip and data on actual experience. Let's see the data on the downtown streetcar line experience.

30342 Glengary Dr #66

Any funding should go to improving MARTA. An additional transit system would be ridiculous.

30342 Glengary Dr #95

The Beltline Streetcar downtown is a disaster. It has clogged up traffic worse than it ever was before. Very FEW people ride the streetcars and they are extremely SLOW, they can't even get people trained to operate them with any proficiency. It is ANOTHER ATLANTA BOONDOGGLE. We don't need traffic, which is already clogged and often gridlocked, going from Midtown to Buckhead made worse by any more streetcars!!

WHO dreams up these plans? It's just amazing, that instead of thinking of ways to ease traffic, they can only come up with ideas to make it 100 times worse. NO NO NO to ANY streetcars!!!!

And if anyone thinks taking away a lane of Peachtree Rd. or Street for a bike lane is a good idea is out of their mind!!!

Q.3 -Do you have additional comments about the Beltline's streetcar proposal or about this survey?**Comments****OPPOSES PEACHTREE ROAD STREETCARS****30342 Haverhill Dr #106**

I agree with our neighborhood association president - Gordon Certain. Clogging lanes on Peachtree with a street car makes no sense.

The answer is to make MARTA buses run more frequently. Vary the sizes during non-peak hours so smaller buses can move more easily mid-day.

If they run more frequently, they will be used. They will be full of riders. It's time for Atlantans to wake up and embrace MARTA's buses and trains as a superior alternative for intown mobility. I've been riding the train from North Buckhead to Midtown and downtown since 1980.

Thank you for doing the right thing.

30342 Herrington Dr #25

The second taxpayer-financed transit system must be accessible by and move daily a substantial number of people. Fares should be sufficient to repay any bonds, so the taxpayer is not ultimately on the hook. The Beltline transit system must tie into the existing system at several convenient points.

30342 Herrington Dr #53

This proposal does not pass the smell test. It does, however, go a long way toward explaining the flagrant, irresponsible, and dangerous neglect of city streets in the area.

30342 Hollydale Ct #126

The street car was a bad idea to start. We don't have the land or financial resources to put a street car in and now that you have one that runs downtown....we have no riders and its free....FREE. This isn't a bad idea...this is a terrible idea. It takes away driving lanes....it's expensive to put in and expensive to maintain....and NOBODY rides the thing and it is FREE. The street car wasn't/isn't/ and never will be the answer.

To spend money in this fashion to say that you are addressing the traffic issues in Atlanta is a JOKE. How long has the street car be available and we already have a "stern letter from Federal Transit Administration". Really

30342 Ivy Chase #179

Traffic on Peachtree Road in North Buckhead is already congested with 3 lanes available. Reducing Peachtree Road to 2 lanes will cause more congestion not less. Based on the statistics on ridership on the completed streetcar routes in downtown Atlanta the cost of this project far outweighs the benefits.

Q.3 -Do you have additional comments about the Beltline's streetcar proposal or about this survey?**Comments****OPPOSES PEACHTREE ROAD STREETCARS****30342 Ivy Chase #85**

A street car system will only slow traffic as it will reduce at least one car lane. Buses or, preferably electric buses are more efficient. We do need to extend MARTA further north, south, east and west.

30342 Lakemoore #37

no more streetcars what a colossal waste of money. We need a smaller service like the one in Buckhead to run more frequently rather than the half empty Marta buses that I see broken down on the side of the road.

30342 McClatchey Cir #24

The Street car downtown is a huge waste of funds (Fed/State and local) and has limited ridership. We could have connect MLK Site to Centennial PArk with customized solar powered purple buses for much less money and disruption to vehicle traffic flows.

No way a single \$\$ should be spent on a study. This project is DOA and should be stopped now. MARTA is still trying to gain a foot hold, lets let that system mature before we build a new duplicate system. Maybe is our mass transit actually went someplace that people need to go (like a stadium!!!) and it was reliable and safe , people would ride it. Run Marta North on 400 to Winward Pky. Leave good old Peachtree alone.

30342 McClatchey Cir #58

Streetcars on rails are obstacles for other cars and busses. Use electric busses with overhead power lines, their swivel arms let them adjust to traffic.

30342 Mountain Dr #19

NO. NO. NO. This is a ridiculous idea that will further impede traffic flow on Peachtree Street. Streetcars were meant for a time before the advent of automobiles.

I drive this route every day and am happy to speak to the planners of the project (who have likely never spent 45 minutes on Peachtree trying to travel 1.0 miles at 5pm on a Friday afternoon).

If you want a system to move people w/o impeding car traffic flow, look at a subway system that actually works or better yet, some South American cities are using a gondola type system, running cars on a skyline type structure in the air.

Q.3 -Do you have additional comments about the Beltline's streetcar proposal or about this survey?**Comments****OPPOSES PEACHTREE ROAD STREETCARS****30342 Mountain Dr #84**

There are big traffic and congestion issues in Buckhead. Please don't waste money that should go towards solving those problems on ridiculous schemes such as this one.

30342 N Buckhead Dr #116

Issues:

Cost to taxpayers.

It is not working well in its current location.

Will tie up traffic on Peachtree.

30342 N Ivy Rd #107

I think a streetcar on Peachtree up to the City limits, through Buckhead, is a terrible idea. I think having a streetcar that goes on the Beltline is an okay, maybe even a good, idea. Having ridden the streetcar in Downtown Atlanta, I am not crazy about it.

Why I'm opposed: Buckhead traffic is incredibly clogged and heavy. Now they are building even more apartments, skyscrapers, etc. on Peachtree and elsewhere in Buckhead so it will only get worse. Streetcars will greatly exacerbate an already intolerable problem. Tearing up the streets, putting in rails, slow, ponderous streetcars sound awful. And I believe most people won't take them. Most people just like to drive somewhere in their cars. If we have to have something, adding to the MARTA system through subways or buses seems like the way to go. And then there is all the money it would cost, for something that would create a problem rather than helping to solve our severe traffic problem.

30342 N Ivy Rd #185

No one rides the streetcar downtown. Marta rail is underutilized. So, the answer is to invest billions more in new rail? Is the goal to be more like Memphis and New Orleans? I can get behind the belt line, but a streetcar expansion? Absolutely not! Let's cut our losses to the stimulus spending on the downtown streetcar.

Q.3 -Do you have additional comments about the Beltline's streetcar proposal or about this survey?**Comments****OPPOSES PEACHTREE ROAD STREETCARS****30342 N Ivy Rd #51**

Just where would this "street Car" go. Already there is are proposals to put:

A dedicated turn lane down the middle of Peachtree Road.

One northbound and one South bound bicycle path on Peachtree road.

Now someone wants to add a "Street Car".

With all of this restriction of available roadway, there will be no room for cars.

This is a very bad idea. If restriction of traffic is what someone has in mind, how about a "Congestion Tax" like London has for the city center for the entire Buckhead area through to the City / DeKalb county line.

That would provide immense revenue while severely limiting traffic.

30342 N Ivy Rd #78

There are many other considerations that are not raised in this survey, so, for the information included I am totally opposed to any project the creates supplement or challenge to MARTA or dramatically changes manner of traffic on Peachtree Street/Road.

30342 N Stratford Rd #208

I like the idea of a true beltline streetcar service (connecting Georgia Tech, various in town locations, etc. that are not currently serviced by MARTA rail anywhere nearby), but I have no idea why we would need a streetcar all the way up and down Peachtree when there's already too much traffic and the MARTA rail services the exact same locations. I'd rather see these dollars used to re-pave our streets and add sidewalks!

30342 N Stratford Rd #26

What a silly thought that we need a streetcar on PEACHTREE rd that is already served by rail and bus service. Additionally, there is no possible right of way without impeding the already congested vehicular traffic

30342 N Stratford Rd #89

The fear of this is an increase in crime. - like marta

Q.3 -Do you have additional comments about the Beltline's streetcar proposal or about this survey?**Comments****OPPOSES PEACHTREE ROAD STREETCARS****30342 Old Ivy Rd #109**

Streetcars are being proposed as something different than a bus when in actuality its the same thing. If Atlanta can't move people around using a bus line what make them think a rail car is going to be any different. The streetcar from C-park to the King center was put in place because the bus line failed. What made the city think having a rail underneath the bus would make a difference.

Marta is a financial catastrophe, sucking millions of dollars down a proverbial track. Why would you create another agency that will be destine to follow the same proverbial track.

Buckhead needs to secede from Atlanta and develop as our city with our own plans, which should include a network of underground tunnels connecting the Buckhead community.

If stops are not conveniently located throughout the community there's no reason to ride. You just can't have main arteries going to nowhere- otherwise you have another marta. "

"CONNECTING THE FUTURE OF OUR COMMUNITY"

30342 Old Ivy Sq #44

Adamantly NO!

30342 Peachtreedunwoody Rd #38

The streetcar would only add to our already terrible traffic problems on Peachtree Road.

30342 Rose Gate Dr #216

I have hardly been impressed with what I know about the downtown streetcar and see no need to export those mistakes to the rest of the city. Traffic along Peachtree is bad enough and adding streetcars would only make it worse. Furthermore, the costs are exhorbitant and the city should focus those funds somewhere else.

30342 Sheldon Dr #65

It is difficult to understand that with the growing traffic in Atlanta, how a streetcar could alleviate traffic on Peachtree. One less lane for cars, buses, and trucks to use doesn't seem to be good planning. Focus on the myriad of things that are already problems and fix them so all of the citizens of Atlanta will see and feel the benefit of having a city that is in good working order. Then consider new ideas.

30342 Statewood Rd #36

Crazy, decisions like this make me want to leave this city. We already have a transit system

Q.3 -Do you have additional comments about the Beltline's streetcar proposal or about this survey?

Comments

OPPOSES PEACHTREE ROAD STREETCARS

30342 Stephens Mill Run #79

not only NO; but HELL NO!!!!

30342 Stovall Ter #45

It is duplicative to the Marta system in the Peachtree/Buckhead area.

30342 Stovall Ter #61

I strongly oppose the addition of a streetcar system. In addition to being wildly expensive, such a system would complicate the far more necessary system of automobile/bus/paved road travel. We already have one rail system, which is lightly used and chronically money-losing. A second such system would be a truly scandalous waste of taxpayer money, and a net negative to the transportation infrastructure of the city.

30342 Stovall Ter #94

Use those efforts to expand MARTA service rather than duplicate it.

30342 Tree Haven Dr #103

peachtree is bad enuf as it is. if you want to alleviate traffic (who doesn't?) make MARTA better. make the 10 year commitment to new rail routes. utilize easements on highways.

Use DC as a benchmark. the Metro is amazing.

30342 Valley Brook #29

Having a rail-based streetcar on Peachtree would worsen traffic significantly. Given how bad traffic can be through those areas it seems like an awful idea. And I don't buy the argument that this would somehow ease traffic by taking cars off the street - that's just not going to happen.

I do think a second system could be a good idea, but it has to be something that doesn't make the situation worse.

30342 Wieuca Rd #134

Please, no bike lanes as well. Street cars and bike lanes are costly wastes of our tax dollars. I'd rather see this money go to sidewalks and more police presence!!

30342 Wieuca Rd #86

If we did not have a good public transportation system already in place this would certainly be a consideration. We do not need another "motor" on Peachtree or any other street. Beltline people what are you thinking?

Q.3 -Do you have additional comments about the Beltline's streetcar proposal or about this survey?

Comments

OPPOSES PEACHTREE ROAD STREETCARS

30342 Wieuca Rd #99

The addition of a streetcar line to the already congested traffic problem on Peachtree through Buckhead is irrational and irresponsible. First, fix MARTA, before spending billions on a waste of taxpayers' money. Atlanta's residents are already overtaxed to the extreme because of poorly conceived and operated "services".

30342 Wieuca Ter #101

In my opinion, this is too expensive and will not be beneficial to Peachtree Rd. I think a designated middle turn lane would be helpful in many areas along Peachtree as well as more lights with green turn signals.

30342 Wieuca Ter #67

These are absolutely a waste of tax payers money!

30342 Wieuca Ter #74

Who's making money off this complete waste of taxpayer money? The cost overruns of the initial street car project AND the complete ongoing ineptitude of it's operation should discourage any further taxpayer investment in this organization.

Q.3 -Do you have additional comments about the Beltline's streetcar proposal or about this survey?

Comments

UNDECIDED ABOUT PEACHTREE ROAD STREETCARS

30342 Stovall Ter #17

I was not aware of this proposal. Atlanta is definitely missing desirable, accessible in-town options for transit that other national and international cities enjoy. Take a look at Paris, NYC and Munich, and you will see excellent systems that offer alternatives to cars, relieve street congestion and also create pedestrian centric spaces that encourage people to walk and enjoy their cities. These programs are not cheap, but they are evidence of a thriving metropolitan ecosystem. If the proposed plan only shadows the existing MARTA service, then there would appear to be little benefit. Providing access to new city areas in a complimentary fashion to existing services could be beneficial and offer new ways for Atlanta to market to businesses and tourists. The benefits are certainly more difficult to quantify than the costs. I prefer to wait and see more details before condemning the proposal. Thank you for bringing it to the community's attention.

30342 Stovall Blvd #88

Streetcar idea sounds nice to help travelers access P'Tree Rd through Buckhead, but I'm not willing to fund a second transit system in addition to MARTA. I would like to see funds continue for the beltline and 400 Path expansion.



NORTH BUCKHEAD

Civic Association Newsletter

www.nbca.org

October 2015

Mailed four times each year to over 4,000 North Buckhead homes

NBCA's newsletter archive is online with color photos at www.nbca.org/newsletters.htm

Survey: Security Patrol?

Crime is a topic of increasing concern to many in Buckhead. Some ask NBCA why North Buckhead doesn't hire off-duty officers to conduct security patrols. The answer is we have tried to organize patrols, but the response has always fallen short of being economically viable.

When we last tried in 2013 we found parts of the neighborhood with as many as 7% of the households willing to pay as much as \$100 a year. Other parts were closer to 0%. Doing a patrol isn't cheap and 7% at \$100 a year is far from sufficient. We recently contacted another big neighborhood with experience in operating patrols. They suggested if most households participate, an annual charge of \$300 per household per year was a realistic initial plan.

Some in the neighborhood maintain that security patrols are not the way to go, thinking it is more effective to use technology such as security cameras and tag readers. Cameras can operate 24x7 while patrols operate in randomly scheduled four-hour shifts; your investment in cameras works for years rather than just a day. Camera critics wonder if anyone is actually looking at the camera's outputs. In any case, like patrols, technology is not cheap. These cameras aren't the low-cost kind you buy online — prices are well into four digits. Tag readers are five digits. In either case you may want two of them to cover both directions of traffic.

If you prefer patrols, cameras, a combination, or choose the status quo, we need to hear from you. Tell us what you think by taking our security survey at www.nbca.org/2015security. The survey will close for inputs after November 1.

We'll announce survey results in our newsletter, on our web site and, most promptly, in our email updates. Since some, such as high-rise residents, have less need for security patrols, we'll report results by section of the neighborhood. If part of the neighborhood has enough support and the rest doesn't, we can pursue a regional implementation.

Finally, NBCA is a volunteer organization and running a security patrol or a camera system involves added work. So we will need volunteers to step forward. If anything is going to happen, we'll need help!

Fall Fling, Sunday, Nov. 1

As we did last year, NBCA will hold its annual Fall Fling on Mountain Way next to Mountain Way Common. Come see the new MWC pedestrian bridge (pictures on back cover).

NBCA's Fall Fling
When: Sunday, November 1, 2:30 - 5:30 pm
Where: Mountain Way under/around GA400
Cost: NBCA household/business members free
Join us - Fun for kids - Meet your neighbors

With permits from the Atlanta Police Department, we'll close Mountain Way during the fes-

(Continued on page 6)

Editorial: Streetcars?

By Gordon Certain, NBCA President
The Atlanta Beltline is quietly making long-range plans for streetcars on Buckhead's Peachtree Road to the Buckhead MARTA station and perhaps farther. Wouldn't streetcars be a charming addition to our future? Actually, no. Think about how crowded Peachtree Road is now, especially on North Buckhead's southern border between Piedmont Road and Peachtree Dun-

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Streetcar Editorial — continued

(Continued from page 1)

woody Road. Now, think about throttling the speed on a lane in each direction, and adding mid-block stops for passenger loading and unloading. Think about all the new development that's going on near Peachtree in Atlanta and western DeKalb.

Does anyone really think North Buckhead drivers will tolerate frequently-stopping streetcars clogging two of Peachtree Road's traffic lanes as a \$375 million component of a \$3.6 billion city-wide streetcar vision? (Unsure this could really be the plan? See www.nbca.org/sc.)

West and south of North Buckhead it might get even worse. GDOT has proposals to take away lanes to provide bike and left turn lanes on Peachtree Road. (See article on page 10.) Later, with the streetcar plan, up to half the surviving traffic lanes would be for streetcar use.

Buckhead needs increased transportation capacity, not less. Are there more workable streetcar options that won't impede traffic?

1. Buying extra right-of-way to add Peachtree Road streetcar lanes would be extremely costly — just think about how many expensive properties would be impacted.
2. Building a costly elevated streetcar platform above the Peachtree Road median would work if we could figure out how to get pas-

sengers to/from it. But, would it pass the community's aesthetic tests?

3. If we are absolutely intent on providing regularly scheduled Peachtree Road transit, we might consider a streetcar tunnel. At least that would be an approach that wouldn't impede traffic flow, wouldn't be ugly, and could keep schedules and actually attract a ridership. I've been 200 feet below North Buckhead; in fact, I've walked directly under Nancy Creek. That was back when the City excavated its 8-mile long Nancy Creek Sewer Tunnel using tunnel boring machines. There's solid rock under Buckhead that the City has already shown can be tunneled.



— Gordon Certain

This photo was taken in 2003 inside Atlanta's eight-mile long, 16-foot diameter Nancy Creek Sewer Tunnel. It was bored through solid rock. Its route went 1.5 miles under North Buckhead and was big enough for a streetcar. Note the streetcar-like rails on the tunnel floor. The train that workers used during construction operated on those rails.

Though many other great cities are pleased with their subways, I'm not arguing that a subway/streetcar is the way to go. I am arguing that we shouldn't accept a streetcar plan which is sure to tie up Peachtree Road traffic. But there are larger issues than figuring out which option the city should pursue for Buckhead's proposed component of a new streetcar system.

We already have MARTA, which takes a healthy bite out of tax revenues. We already have MARTA bus routes operating on Peachtree Road. Why on earth should our city need a competing taxpayer-financed transit system? Is this senseless overreach? If MARTA doesn't do what we need, why not fix MARTA, not duplicate it? The Beltline (maybe with City support) is barking up the wrong tree with this streetcar plan.

Help us get this message to Atlanta's leaders. Tell them what you think, pro or con, by using our petition at www.nbca.org/streetcar. The petition will close for inputs after November 1.

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