

Appendix A: Timeline of Transit in Atlanta

1896: Plessy v. Ferguson, 'separate but equal' cars on railways constitutional

1891: Georgia General Assembly passed first racial segregation law for city transit.

1906: Race riots in Atlanta. Three Black streetcar passengers killed by a white mob on a streetcar stopped at Marietta and Peachtree.

1926: White residents of Fifth Ward ask City Commissioners to ban all streetcars on any line serving Fifth Ward due to improper separation of races on cars.

1871: First animal powered street railway

1894: Atlanta Consolidated had 54 miles of transit lines: 44 were electrified.

1915: First jitney service in Atlanta

1924: Beeler Report: City needs plan for transit, streetcar network in Atlanta has 220 miles of single track miles, suggests adding buses to extend trolley lines.

1870

1880

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1889: First electric trolley line from downtown Atlanta to Inman Park

1901: Atlanta Rapid Transit owned 31 miles of track and Atlanta Railway owned 102 miles of track

1924: Jitney service reaches peak and is banned in 1925.

1925: Georgia Railway and Power starts bus service: feeder buses and coaches (to and from downtown).

1937: Trackless trolley start taking over from streetcars, in part due to pressure from the Highway Department. Road widening efforts, seen as an "improvement program."

1894: One mile length in a Black part of town still used mules. The system operated to meet the commuting needs of white collar workers.

1916: Drawn out transit strike over the issue of union recognition

Timeline of Transit in Atlanta: Civil Rights Movement

1945: Southern Regional Council reports that no outlying Black sections of Atlanta are served by transit but many white areas are served.

1955-1956: Montgomery Bus Boycott

November 1956: Supreme Court strikes down segregation on buses and other modes of public transportation

1957: White segregationists urge whites not to ride the bus; ATS ridership drops 7 percent by May and 13 percent by November.

1964: Federal Civil Rights Act passes

1943: Atlanta mayor and city government adopt a resolution urging Georgia Power to convert all remaining streetcar lines to trackless or gasoline buses as a step toward modernization and a solution for congested traffic problems.

1954: Atlanta Transit Company changes name to Atlanta Transit Systems (ATS) and integrates suburban and urban services.

1960: ATS proposes rapid rail system

1940

1945

1950

1955

1960

1965

1949: Last streetcar run

1950: Atlanta Transit Company formed after Georgia Power forced to divest; their assets considered one of the best urban transit systems in the US.

1963: Trackless trolleys all replaced by diesel buses

1946: At least three instances where Black passengers are shot by white streetcar conductors with no judicial consequences.

June 1956: Group of Black ministers sit at the front of a bus.

January 1959: Supreme Court strikes down Georgia's transit segregation law.

January 1957: Orchestrated arrest of Black ministers on a bus for the purpose of a test challenge to Georgia's segregation law, however, little changes about Black and white seating on buses.

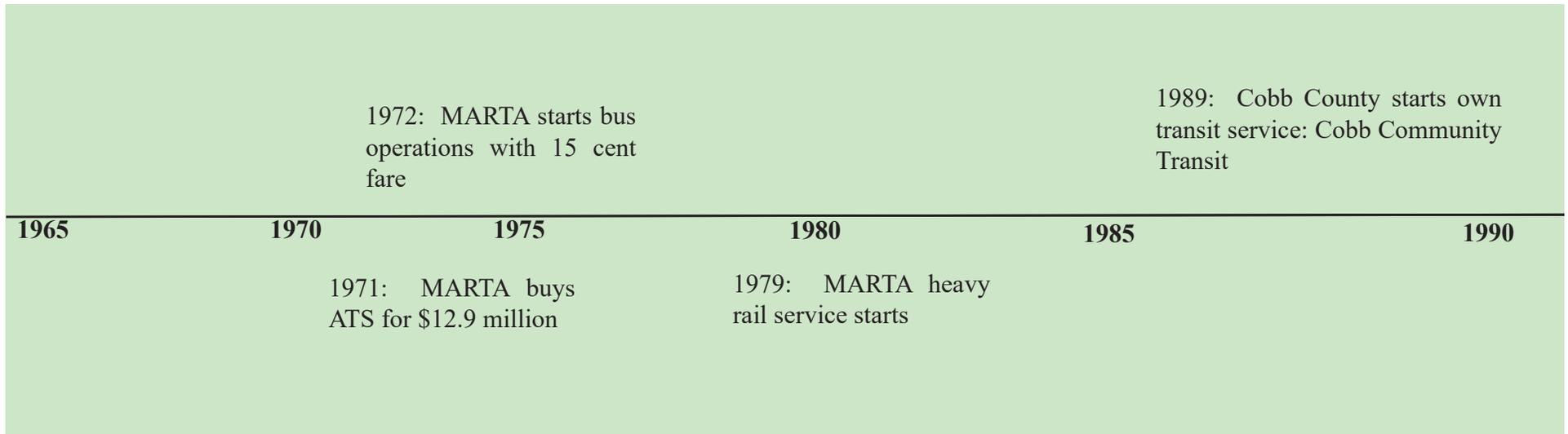
1960: Survey of bus usage finds that while Blacks made up one-third of the population of the city they made up 59 percent of bus riders during peak hours.

Timeline of Transit in Atlanta: Creation of MARTA

1971: MARTA referendum passes in City of Atlanta, Fulton, and DeKalb with Black support due to promises of Perry Homes line, minority business contracts, and low fares, but not in Gwinnett and Clayton in large part to racial fears

1965: MARTA Act passed Georgia General Assembly 205-12, authorizing legislation passes in City of Atlanta, Fulton, DeKalb, Gwinnett and Clayton but not Cobb.

1990s: Perry Homes line fails to make the next round of MARTA extensions despite the original promise.



1968: First MARTA funding referendum defeated, white downtown business elites failed to get Black or suburban support.

1987: David Chestnut, white MARTA board chair, says 90 percent of opposition to public transit has been a racial issue

Timeline of Transit in Atlanta: Move Toward Regional Transit

1990s: Build up to Olympics jump starts gentrification in intown neighborhoods

November 2001: Disability Law and Policy Center files ADA civil action suit against MARTA.

1999: Metropolitan Atlanta Transportation Equity Coalition (MATEC) forms as a grassroots effort to pressure MARTA.

2005: Atlanta Transit Riders' Union starts in opposition to proposed fare increase and to restore bus service to Bowen Homes public housing project.

1996: Olympics in Atlanta

1999: GRTA formed

2005: ARC conducts Regional Transit Institutional Analysis

2001: Clayton County starts transit system

1990 **1995** **2000** **2005** **2010**

2000: Gwinnett County Transit starts

2004: Xpress Bus service starts

2006: Transit Planning Board formed

2000: MATEC files complaint against MARTA for discrimination against minorities and people with disabilities under Title VI of US Civil Rights Act of 1964 and Americans with Disabilities Act (ADA).

2007: Atlanta Transit Riders' Union and Concerned Paratransit Riders pressure MARTA board to back off proposal to limit the number of rides on an unlimited monthly paratransit pass.

1999: Perry Homes torn down before transit line ever built.

October 2002: Preliminary injunction against MARTA in ADA suit and mediation completed in Title VI complaint.