



[EMAIL THIS](#) | [Close](#)

[Home](#) > [Political Insider](#) > [Archives](#) > [2007](#) > [May](#) > [14](#) > Entry

Cagle wants to be the transportation guy, but not the rail guy

Monday, May 14, 2007, 09:12 AM

The Atlanta Journal-Constitution

While the House debates tax reform next year, Lt. Gov. Casey Cagle says he plans to deliver a comprehensive plan for transportation in Georgia and metro Atlanta by next year's session of the Legislature.

You'll recall that this year, Gov. Sonny Perdue was subject to criticism for not addressing the topic of moving people around in his State of the State address.

In today's [Marietta Daily Journal](#), Cagle says he wants to change lane designations to improve traffic flow. "Statistics have shown you can manage free lanes with toll lanes," he said.

Unlike Sam Olens, chairman of the Cobb County Commission, Cagle says there isn't room in his portfolio for light rail. "The jury is still out on light rail," he said. "We don't have the density that can substantiate light rail."

[Permalink](#) | [Comments \(8\)](#) | [Post your comment](#) |

Comments

By Joeventures

May 14, 2007 11:39 AM | [Link to this](#)

Well, Casey just lost my vote, then.

By Kurt

May 14, 2007 12:06 PM | [Link to this](#)

We definitely need some forward thinking politicians to get light rail in this state. Therefore, it won't happen.

By Stephen

May 14, 2007 4:13 PM | [Link to this](#)

To quote Cromwell, “I beseech you... think it possible you may be mistaken.”

What if Cagle is right and we DON'T have the density to support light rail?

People won't walk more than half a mile in good weather to get to a transit stop. Wishing that were different won't make it true. In the 'burbs, that won't get you out of your cul-de-sac'ed neighborhood.

If you have to drive to the transit stop, you might as well keep driving.

So why not explore alternative transportation solutions that don't require heavy capital commitments? Things like London's congestion charges, or time-of-day tolls on Georgia 400, or additional gas taxes, or the oft-derided “Lexus Lanes”? Easy to try, and easy to turn off if they don't work.

(Well, except for the tax. It's never easy to turn off a tax.)

By Joeventures

May 14, 2007 7:00 PM | [Link to this](#)

Stephen, it's because he's wrong. It's a matter of building the areas around the stations to be transit-friendly.

Besides, the only major LRT proposal out there is the Beltline. The C-Loop may be another possibility.

The Atlanta Streetcar proposal is not LRT — it's more like “Light Rail Light,” and it's proposed for one of Atlanta's densest corridors. Talk about a slam dunk!

All else on the table is commuter rail, which is friendlier to the suburban commuting patterns that define much of the region.

Do you want Atlanta to be the place where you have to drive everywhere to get anywhere? Or, do you want Atlanta to be the place where you can get the most done in the least amount of time, and with the best workforce?

By Trackboy1

May 14, 2007 8:22 PM | [Link to this](#)

Not enough density??? Well, looks like Casey has finally realized how much campaign money he'll get from road building interests if he schills for them. How do cities like Portland, Salt Lake City and Dallas have more density than metro ATL? GA Republicans have sold their souls to the state's rpoad building interests, as have most of the State Transportation Bd. members, especially David Doss and Mike Evans.

They could care less about the overwhelming positives rail brings to working families, the amount of pollution it saves, the way it attracts large events and tourists, etc.

Casey, you just lost a ton of votes for your guvna campaign.

By Remember when Casey

May 14, 2007 8:30 PM | [Link to this](#)

<http://atlanta.creativeoafing.com/gyrobase/Content?oid=oid%3A15073>

By Bradley

May 14, 2007 9:16 PM | [Link to this](#)

Its pathetic that our new lieutenant governor wants to continue feeding the pockets of road builders. This state will build new lanes until the day that we all sit in traffic for two hours.

We need more trains/lanes...like what they did on GA 400 building the train down the middle.

We need commuter rail and YES people will stop and park at parking lots to catch trains if we make their end destinations transit friendly...i drive a 1/2 mile every day to the train station at Avondale and ride to buckhead where i dont need my car to find lunch, shopping, etc...

it can be done..and people will park in lots if we make train frequency enough out in the burbs people do it in new york and they can do it here. the pay \$3/day to ride transit should continue to get new people trying that...

we need some road improvements for sure but we need to offer ways for people to leave there cars out in the burbs when they can. that works for me and i love it.

By Andy

May 15, 2007 10:07 AM | [Link to this](#)

The question isn't whether or not we have density now, it's what will our density be in 5, 10, 20+ years. If we don't spend the money (wisely) on various modes of transportation - more/wider roads, BRT, light rail, heavy rail, etc - then we are going to be no better off and even worse off when the metro population tops 6, 7, 8 million down the road.

Does Casey ever visit any parts of the city? Does he not see 15 cranes lining the skyline at any given time? Our city is developing like it hasn't developed in 2 decades and that only means more people in the city and in the burbs to deal with.

Commenting is open from 8 a.m. to 5 p.m. M-F

Post a comment

Name:

E-mail*:

Remember me? Yes No

You may use the following formatting:

Bold: ****this text will be bolded**** = **this text will be bolded**

Italic: **this text will be italic** = *this text will be italic*

Link: [text to be linked](<http://www.ajc.com>) = [text to be linked](#)

Comments: