



BeltLine

BELTLINE CORRIDOR ENVIRONMENTAL STUDY

PUBLIC AND COMMITTEE WORKSHOPS April-June 2009

Prepared for:

**Metropolitan Atlanta Rapid Transit Authority
and
Atlanta BeltLine, Inc.**

Prepared by:

**AECOM/JJG Joint Venture
Atlanta, GA**

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1.0 EXECUTIVE SUMMARY

The purpose of this report is to summarize the comments and suggestions received during a series of workshops and presentations held in April, May and June 2009 as part of the BeltLine Corridor Environmental Study. The workshops and presentations provided an opportunity for the project stakeholders, technical advisors, agency staff and the public to gain greater understanding of the types of improvements proposed for the BeltLine. More than 600 individuals were involved in all of the outreach activities. These activities also provided an opportunity for the participants to assist in identifying the project alignment, station location and service type options for feasibility screening and evaluation as part of the Tier 1 Environmental Impact Statement that is being prepared for the project.

1.1 Public Workshops

A series of public workshops was held in each of the five BeltLine Study Group areas between April 13, 2009 and May 4, 2009 to engage the public in identifying potential transit and trail alternatives to be considered for the project. The workshops were promoted throughout the study area to involve the public; some of whom were previously involved in various BeltLine planning efforts, through MARTA and Atlanta BeltLine Inc.'s (ABI's) outreach methods. Others participated because of a host of outreach strategies designed to reach community, transit and trail users and stakeholders of the future transit and trails project. These activities resulted in small group hands-on workshops attended by approximately 105 individuals.

The first portion of each of the public workshops provided an opportunity for the participants to view a series of display boards and a continuous video that described the various transit and trails improvement options identified in previous studies for the BeltLine. This was followed by a short presentation that described the overall study process, results of previous studies and the purpose of the workshop. After the presentation, the participants were asked to break into smaller discussion groups for an interactive exercise focused on identifying potential modifications or additions to the alternative service types, alignments and station locations previously identified for the BeltLine project. Each breakout group included a staff facilitator to lead the discussion, access to an interactive video screen that displayed maps of the proposed project alignment and stations, and a staff person to document the comments and suggestions offered by the group.

Following the break-out session, a representative for each group presented a short summary regarding the key points raised by their group.

1.2 Atlanta Development Authority Staff and Joint Technical / Stakeholder Advisory Committee Workshops

A project workshop was also held on May 28, 2009 to provide an opportunity for the Atlanta Development Authority (ADA) staff and Atlanta's Economic Development Sub-Cabinet to review and comment on the alternatives to be considered for the BeltLine project. A joint Technical Advisory Committee (TAC) and Stakeholder Advisory Committee (SAC) workshop was held on June 2, 2009. The TAC is composed of representatives of organizations and agencies that have a specific interest and/or responsibility in the BeltLine Corridor or have shown special interest in the redevelopment of the corridor. The SAC is composed of representatives from a variety of area organiza-

tions, including MARTA's network of citizen and business organizations, faith-based organizations, community-based organizations and advocacy groups. The SAC provides input and comments on study findings, and plays a key role in generating participation from the public at large. Both the ADA and TAC/SAC workshops followed a format that was similar to the public workshops including a brief presentation and an interactive break-out group exercise focused on soliciting comments and suggestions relative to the project alignments, station locations and service types being considered for the BeltLine project.

1.3 Public & Community Organization Presentations

To gain additional feedback from the public, the public outreach comment period was extended to June 12, 2009. Twelve public and community organization presentations were held for additional opportunities to engage the public in identifying potential transit and trail alternatives. Through intensified efforts to engage the public in identifying opportunities and impacts for the transit and trail design, the message was taken to community forums already in place, to libraries, and to food courts in an office complex and mall. These activities resulted in presentations attended by approximately 516 individuals.

At the presentations and one-on-one engagements, individuals were provided an opportunity to view a series of display boards that described the study process, the types of service considered, the environmental project study goals, the overall Beltline concept and the project study area map. In this informal context, individuals were given a brief overview of the Beltline study and asked to give their comments. Staff documented the comments and suggestions offered.

1.4 Summary of Key Comments and Issues Raised

Each of the comments, suggestions and issues of concern expressed by the workshop participants during the interactive group exercise was documented by a staff recorder on large tablets at each of the break-out discussion tables. This information was subsequently compiled for each of the workshops and is presented in the Appendix of this report along with the compiled information from the public/community presentations. This information will be used to determine potential modifications to the initial alternatives for the BeltLine and for the identification of additional alternative alignments, stations and service types for further study. Common themes heard at the workshops included the following:

- Local service for the BeltLine transit, providing the maximum number of access points to neighborhood stations
- Transit and trail alignments should run parallel to each other to the maximum extent possible
- Transit alignment should connect to MARTA heavy rail stations as well as the Peachtree Street Car alignment
- BeltLine transit and trail design should include pedestrian access that is well designed and accommodates special transportation needs (i.e. ADA compliance and strollers)

- All transit and trail design should include provisions for ensuring for the safety of users

Table 1-1 on the following pages summarizes some of the key comments and suggestions raised at the workshops and public/community presentations that specifically relate to the transit service types, transit and trail alignments and transit station locations under consideration for the BeltLine project. The table is presented in a matrix format and identifies the key comments organized by study area zone and whether they address service type, alignment, station location or trails related issues.

1.5 Next Steps: Alternatives Development and Screening

The information included in Table 1-1 and the summaries of workshop and presentation results as shown in the Appendix of this document will be used to modify initial BeltLine project alternatives and identify additional options for further consideration and screening. These alternatives could potentially have different transit/trail alignments for portions of the BeltLine, different station location configurations, and may be designed to accommodate different service types. For example, there will likely be an alternative(s) designed for lower speed service with closely spaced stations and smaller vehicles as well as an alternative(s) designed for higher speed service with widely spaced stations and larger vehicles.

The set of alternatives that emerge from this initial phase of alternatives development will be subjected to a feasibility screening to identify viable options for consideration in the Tier 1 Environmental Impact Statement (EIS) and more detailed evaluations. The feasibility screening will consider criteria such as potential physical constraints and constructability, operational constraints, right-of-way availability, potential for substantial negative environmental effects, and order of magnitude costs. Based on the results of the feasibility screening, a final set of alternatives will be identified for more detailed study as part of the Tier 1 EIS.

Table 1-1: Key Comments – All Workshops

Zone	Service Type	Transit Alignment	Transit Stations	Trails
System-wide	<ul style="list-style-type: none"> • “Local” type service for the BeltLine generally preferred, although some favored a “Regional,” “Express,” or “Skip Stop” type service • Local service seen as a method to promote economic development at stations and maximize access to service • Efficient intermodal connections to MARTA Rail and planned new transit services are necessary • Support for both mixed traffic and exclusive right-of-way operations • Interest in Streetcar, Light Rail and Rubber Tire (neighborhood connector service) type vehicles • Service should be different than that provided by existing heavy rail (speed, station spacing, transfers) • Timeliness and convenience are key factors for ridership. • Use intelligent technology, such as “next-bus” signage • Consider impacts of lighting and noise on adjacent properties 	<ul style="list-style-type: none"> • Some suggested natural turf along/in between the tracks • Avoid impacts to existing trees; Plant trees along right-of-way • Connect density centers and recreation opportunities • Consider redevelopment benefits in selecting station locations • Provide direct access to major trip destinations (activity centers, employment, density, etc.) and origins • Provide neighborhood oriented pedestrian access • Apply cost-effectiveness criteria, but don’t sacrifice quality design due to right-of-way or impact constraints • Use auto travel times as a means to determine the most important alignments for transit service 	<ul style="list-style-type: none"> • Provide better connections to schools • Locate at major intersections to provide access to MARTA bus • Some wanted small stations to be in scale with neighborhoods • Mixed opinions on parking provision at stations (at BeltLine stations, at MARTA stations connecting with BeltLine service, no station parking, etc) • No smoking at stations • Consider MARTA infill stations at Armour, Miami Circle, South of West End • Connections needed to all MARTA stations near Belt-Line 	<ul style="list-style-type: none"> • Main trail alignment should stay in corridor as much as possible • More connector trails to adjacent neighborhoods • Connect schools, universities and parks • Ensure a safe environment along trails; alignments should go through active/visible areas; some concern about tunnels and bridges • Provide amenities (restrooms, benches, lockers), wayfinding and security features • Provide some soft surface trail segments • Separate bicycle and pedestrian traffic • Consider 24-hour access. • Include opportunities for art display

Table 1-1: Key Comments – All Workshops (continued)

Zone	Service Type	Transit Alignment	Transit Stations	Trails
Northeast	<ul style="list-style-type: none"> • Provide connecting shuttle service to North Highland Avenue • Avoid impacts to historic resources and single family homes 	<ul style="list-style-type: none"> • Study more alignment options in Armour Yard area • Add an alternative along the southern edge of Buford Hwy from Monroe Dr to Armour Dr and then under Buford Hwy/I-85 • Alternative along northside of I-85 to Piedmont Rd and up to Lindbergh • Alignment may be too close to Park Tavern • Direct connections through the Inman Park-Reynoldstown area, e.g. through Krog Tunnel • Several comments in support of serving Little Five Points • Consider locating alignment along Edgewood Ave instead of DeKalb Ave • Consider the impact of alignment to DeKalb Ave-Moreland Ave interchange 	<p>New stations suggested:</p> <ul style="list-style-type: none"> • Between I-85 and Lindbergh • MARTA infill station at Armor • south of I-85 at Armour Yard • Monroe Dr near Buford Hwy • north of Amsterdam Walk • Botanical Garden • Freedom Pkwy • MARTA infill station between King Memorial and Inman Park-Reynoldstown • Miami Circle • Hulsey Yard (as part of a re-development effort) <p>Move the following stations:</p> <ul style="list-style-type: none"> • Ansley Mall toward future development • Piedmont Park to corner near Ansley Mall • Virginia-Monroe closer to Piedmont Park • Edgewood east to just before Krog Tunnel • If Armour area proceeds as a multimodal station, perhaps Lindbergh Center BeltLine stop is not necessary 	<ul style="list-style-type: none"> • Alternative suggested south of Buford Hwy connecting to Piedmont Ave rather than through Armour Dr area • Connect to existing trail along Peachtree Creek • Connector trail to Peachtree St • Trail east of transit through Piedmont Heights suggested • Move trails toward neighborhood rather than through Ansley Golf Course • Connector trail to Morningside Nature Preserve • Ensure trail connections between the Lindbergh Center area and nearby neighborhoods, such as Piedmont Heights and Peachtree Hills

Table 1-1: Key Comments – All Workshops (continued)

Zone	Service Type	Transit Alignment	Transit Stations	Trails
Southeast	<ul style="list-style-type: none"> • Connecting shuttle service to East Atlanta Village • Connecting shuttle service to Turner Field and other attractions 	<ul style="list-style-type: none"> • Mixed opinions on providing service to East Atlanta commercial areas on Moreland Ave south to Glenwood Ave • Consider locating transit alignment on Moreland Avenue to Memorial Drive instead of Wylie Street 	<p>New stations suggested:</p> <ul style="list-style-type: none"> • On-demand stops at Southside Park, Mercer and Delmar • Moreland/Seaboard area • Moreland/Hardee area • Improve access to Inman Park neighborhood and Little Five Points commercial district 	<ul style="list-style-type: none"> • Connector trails to Grant Park/Zoo Atlanta, Benteen Park/adjacent school and Turner Field • Trail options suggested along Bill Kennedy Way, Chester Ave • Consider allowing backyard connections to trail in Capitol View Manor area
Southwest	<ul style="list-style-type: none"> • Consider improved transit connections to Oakland City • Consider shuttle to Atlanta University Center from both Ashby and West End • Consider impacts on sensitive land uses: Washington Park, Washington High School, Grace Covenant Baptist Church 	<ul style="list-style-type: none"> • Concerns with connections to West End Station; consider alternative alignments that connect to schools, Adair Park, Allene and Murphy Avenues • More direct connection in Ashby Station area 	<ul style="list-style-type: none"> • Move Rose Circle station to Murphy's Triangle • New station suggested at Washington Park • Move MLK Jr. station further south • Move Langhorn station to Lucille Ave • Concern over spur to West End station. Consider a MARTA infill station to the south. Compare the cost of the two options • Consider using MLK Jr. Dr. instead of Lena St for Belt-Line/Ashby Station connection due to limited right-of-way on Lena 	<ul style="list-style-type: none"> • Connector trail to Outdoor Activities Center • Connector trail to Atlanta University Center • Address security concerns due to lack of activity along MLK Jr Dr/Simpson St • Reconsider trail by the Fulton County Building

Table 1-1: Key Comments – All Workshops (continued)

Zone	Service Type	Transit Alignment	Transit Stations	Trails
Northwest	<ul style="list-style-type: none"> • Need more convenient transit connections to citywide activity centers and to Cobb County Transit • Consider shuttle to Bankhead, and/or pedestrian connection • Reinforce east-west bus connections to Midtown • Provide multiple stops at major destinations such as Westside Park 	<ul style="list-style-type: none"> • Consider Bankhead alignment • Connections to Westside Park and other developing areas are important - support for Marietta Blvd alignment • Some like proposed alignment to Peachtree Rd • Consider alignment through Atlantic Station to Amtrak Station 	<p>New stations suggested at:</p> <ul style="list-style-type: none"> • Direct service to Bankhead • Atlanta Decorative Arts Center • Consider a connection (possibly a spur) to Bellwood Quarry/Westside Park. 	<ul style="list-style-type: none"> • Trails should run along both alignment alternatives regardless of which has transit service • Connector trails to Atlantic Station are important • More east/west connectivity – to Midtown, Ponce de Leon Ave to Georgia Tech • Connector trail to Westside Quarry • Connection to Silver Comet Trail
Public /Community Presentations	<ul style="list-style-type: none"> • Slower train speed inside communities • Regional and service on main streets travel at faster speeds • Service at all stops need not be the same; variations within communities • Hop on/off trolley at some points • Efficient cars that are clean and environmentally friendly • Multiple entry/exits 	<ul style="list-style-type: none"> • Have easy access to more densely populated neighborhoods 	<ul style="list-style-type: none"> • Closely spaced stations in walking distance • More stations to avoid taking the bus • Available parking at stations 	<ul style="list-style-type: none"> • Should run parallel to transportation element • Accommodate foot and bicycle traffic • Do not spend money on the trails for only a few people • Attracts crime • Separate bicycle and pedestrian traffic • Safety

APPENDIX

Appendix A: Meeting Notes

MARTA GENERAL PLANNING CONSULTANT SERVICES BELTLINE CORRIDOR ENVIRONMENTAL STUDY

MEETING GROUP: Public Workshops (5)	WORK ORDER NO: #2008-07
PROJECT CODE: BEL	TASK NO: 7.9 – Phase 3 Public Involvement and Agency Coordination

Meeting Group: Southeast Study Group

Meeting Location: Trees Atlanta, Inc., 225 Chester Ave., SE, Atlanta, GA 30316

Meeting Date & Time: April 13, 2009; 6:30 pm – 8:30 pm

Attendance: Four (4) Break-out Tables – 22

The workshop kicked off with an Open House where staff was available to discuss the project. A brief power point presentation followed the Open House. The highlight of the workshop was for participants to give input on the project and to give feedback that will be used to conceptualize and design the transit and trail system. Breakout sessions, consisting of small groups of 5-6 people were led by a facilitator and supported by a recorder. The facilitators posed questions to the group related to desired features and characteristics of transit and trails. Feedback was recorded on a flip chart. During the breakout session, participants were able to view maps and community streets through an interactive video screen display at each worktable. Cutting edge technology was also available thereby allowing participants to see a model of the potential effects of transit and trails in the corridor.

At the beginning of the breakout session, the facilitator asked work group participants to introduce themselves. Following introductions, the facilitator asked the participants to discuss their ideas on transit service types, features and alignments, as well as on their vision for trail features, characteristics and alignments. The interface of transit and trails is an integral part of the project; therefore, they were discussed as a comprehensive network.

SERVICE

Service Types and Characteristics – Participants were asked to provide feedback on the basic types of transit service, local service or regional service desired. The group was also asked about preferences regarding the type of service vehicle, access to the system and travel time once on the vehicle. Following is the list of the comments and questions received.

- Local service is preferred
- Serve retail destinations
- Support local transit option with convenient access to neighborhoods
- Transition and provide connections to MARTA and adjacent zones, southwest and northeast
- Provide access to parks, festivals, airport and MARTA region. Serve areas where people live and want to go such as shopping, entertainment, etc.
- Service is not really for commuters
- Feeder lines could be used to bring people to the BeltLine areas that are not directly served, such as East Atlanta Village
- Desire light rail transit and streetcar. BeltLine should be able to support both modes, faster light rail transit and more local streetcar
- Good connections should be made available from neighborhoods to BeltLine stations
- Streetcar should be small, quiet and frequent
- Speed between local and regional service does not seem that big; 35 mph versus 15 mph would be a significant difference. Since the difference in speed isn't that great, the service should error on the side of convenience
- Concern about transit wait times
- Provide freedom and mobility for minors
- BeltLine should serve as traffic calming
- Extend the BeltLine to within walking distance of Little Five Points
- Could service vary during peak time
- Does local service preclude an express track
- How much time would regional service save once walk time is factored in
- Could more local destinations be served with buses
- Transit needs to be faster than walking or riding a bike
- What would be the operating speeds for each type of service
- Are we already locked into a corridor
- Provide distance based fare
- Provide a seamless connection with the MARTA fare system
- Provide connections to:
 - Oakland Cemetery
 - East Atlanta Village
 - State facilities such as Georgia Emergency Management Association and Georgia Department of Transportation
 - Federal Penitentiary

Neighborhoods/Areas of Interest – After describing the general alignment, participants were asked to describe service that would compliment/fit specific neighborhoods/areas. The responses given were:

- Grant Park
- Virginia Highlands
- North Highland Avenue (has a lot of vehicular traffic at night)
- Inman Park – Reynoldstown
- East Atlanta Village
- Moreland Corridor
- Hood Park
- Ormewood
- Financing (capital and operating)

Areas of Interest – The group was also asked to identify specific areas of interest/concern.

Moreland Corridor

- Traffic on Moreland is bad, get people out of cars
- Corridor will eventually be filled in with new development
- Stay on Moreland all the way to Glenwood; however, this would miss the area around the proposed Glenwood-Memorial stop which is ripe for redevelopment
- Moreland – Hardee

East Atlanta Village

- Serve existing community and redevelopment
- East Atlanta Village is a significant destination that the project misses
- Shuttles could help if they are frequent

Grant Park

- The southern portion of Grant Park is the zoo. The portion of the park most used for informal recreation (such as cook-outs) is in the north and east portion of the park
- The connection from the BeltLine to this portion of the park is not good – ¾ mile up hill
- Why is the park not being directly served like Piedmont Park

Accessing Turner Field

- The Clark-McDonough stop is far from the stadium
- This is an important destination
- Taking MARTA to Turner Field can be difficult because of the long wait between trains

Ormewood, Confederate Ave & Boulevard

- There are currently not many destinations near these proposed stops
- There are redevelopment plans for this area

Virginia Highlands

- North Highland Avenue is about one mile from the Beltline
- This is a nightlife destination that has a lot of auto traffic
- Would need frequent shuttle service
- Residents are sensitive about new development
- Neighborhoods, commercial areas/destinations along N. Highland Ave are close to the BeltLine, but not close enough – would need shuttles to the BeltLine
- It is important to get the peak hours right

Inman Park/Reynoldstown

- Little Five Points should be served perhaps with a stop at Moreland and DeKalb
- Many residents would rather not make the loop to the MARTA station; it adds time to trips on the BeltLine
- The current alignment (loop to MARTA) serves a variety of communities
- Stop at Kirkwood might be confusing since they are not actually in the Kirkwood neighborhood
- Name the BeltLine Station at MARTA's Inman Park- Reynoldstown Station after the original name of the rail yard (Hulsey Yard)
- If the Edgewood stop were moved to just before the Krog tunnel, it would better serve the residents of Cabbagetown
- There is a long term plan for Hulsey Yard
- Hulsey Yard redevelopment
- Transit could travel in mixed traffic along Moreland to connect to Little Five along DeKalb/Moreland

TRANSIT

The facilitator asked about the features of the proposed transit that are of interest to the group. A video clip was used to facilitate the discussion and to highlight key aspects of transit features. Features of transit include areas such as vehicle type, attractiveness, size, exclusive and in-street operations, stations and station locations. Other features included passenger boarding, pedestrian and automobile crossing. The following sections list the comments, questions and suggestions made regarding the proposed transit features, alignment and stations.

Transit Features and Alignment

- Mix of streetcar and vehicular/car traffic like New Orleans
- The vehicle should be driverless with no operator
- Turf tracks a plus; there is too much hardscape in Atlanta
- Use right-of-way when possible
- Would like to see in-street operations
- Signalization should be with traffic
- Right-of-way in Glenwood Park is too narrow for transit and trail; it will not fit
- Trail separate from transit at Bill Kennedy Way
- Want the trail along Chester; a block away from Bill Kennedy Way
- The portion of the bridge near Glenwood would have an issue with the turning lane
- Connect the transit or a trail extension to Benton Park and adjacent school

- Need to provide more connector trails from neighborhoods to BeltLine trail
- Need a connection to MARTA East Line wherever the BeltLine crosses

Transit Stations

- Consider service for future development
- Consider tighter spacing; less than ½ mile
- Walkway between West End Station and the BeltLine would be ½ mile
- Station design/scale should be small to minimize visual impacts
- Ad hoc stops should be similar to bus, i.e. signal the operator when rider wants to get off
- There are grade issues at Berne, Confederate, and Ormewood
- There are access issues for pedestrians to get to Ormewood
- The Atlanta Development Authority bridge width currently designed for freight
- The stations should be neighborhood-scale, at a minimum
- There should be no parking at stations; or minimize parking if absolutely necessary
- Call stations “stops”
- Stops/Stations location suggestions:
 - Consider a new infill station between King Memorial and Inman Park to serve the BeltLine connection. A new infill station would also serve the Hulsey Yard, which will eventually be redeveloped
 - Relocate Kirkwood station to Wylie and rename the station anything but Kirkwood as this is the Reynoldstown neighborhood, not Kirkwood
 - There should be ad hoc stops at Southside Park, Mercer, and Delmar
 - Locate a stop at Memorial
 - Locate a stop at Boulevard Crossing

TRAILS

Participants were asked about plans to use the trail and trail features and its functions. Possible functions and features included walking, running or biking trail, amenities along the trail, street crossings, ramps, pedestrian bridges, tunnels and alignment. The following sections list the comments, questions and suggestions made regarding the proposed trail connections and alignment.

Trail Features and Alignment

- The Krog Tunnel makes trail more pedestrian-friendly
- Utilize existing bike lanes along Edgewood
- Walthall Street is good for bicycles and pedestrians
- Trail spur along Cherokee Avenue would connect BeltLine to Grant Park and Zoo Atlanta
- Trails should be located in highly active area for safety
- Provide connections to:
 - Turner Field
 - East Atlanta Village
 - Peachtree Streetcar
- Review South Moreland Study for park and greenway plans
- Minimize long pedestrian bridges for safety
- Signage and way-finding is critical
- Build on signage design, provide a similar look and feel as City of Atlanta
- Provide a soft surface with tree cover, lighting, and emergency phones

- Allow biking or roller blades on trail
- Provide alternate access to Grant Park, i.e. alternate to driving; connect transit to park
- Bike lanes are better suited for trail connection

GENERAL COMMENTS/QUESTIONS

- The Inman Park connection is circuitous and inconvenient; consider a more regional approach and determine a more direct alignment
- Safety concerns are key particularly for the south leg of the BeltLine between Garibaldi and Pryor stations
- No wide intersections
- How are historic buildings defined
- There is concern with landfill at East Confederate
- There is concern with lime dump on Hamilton

The workshop concluded with each breakout group presenting its design ideas, suggestions and comments.

WRITTEN COMMENTS

Comment forms were provided at the meeting to solicit input in three categories: transit issues, trail issues and general comments. Comments received from five (5) individuals during this public workshop. The comments are as follows:

Transit Issue

- Need new infill station at Hulsey for many reasons
- Wylie is too small between Flat Shoals and Moreland to accommodate more than transit
- Do not remove on-street parking on Wylie
- Move “Kirkwood” north to Wylie
- Move “Glenwood Memorial” to Memorial and rename
- Cloverleaf and transit at DeKalb is ridiculous
- Connections to East Atlanta Village and Grant Park, Five Points, Turner Field work with bus network
- Local system with small stations
- Connections to regional MARTA
- People will not walk further than ½ mile
- Prefer slow moving streetcar with pre-determined and ad-hoc stops
- West End MARTA access also by Allene and Murphy
- 3-grade differential problems between Glenwood and Boulevard - Berne Bridge, Orme-wood Bridge and Confederate/East Confederate Bridge.
- Alternative stops include Mercer Streets, Delmar Avenue
- Current Edgewood Station does not service Cabbagetown and Reynoldstown neighborhoods. Move Edgewood Station to Krog Tunnel and add Krog infill
- Connections to East Atlanta Village
- Increased green space
- Stronger communities
- Reduced auto dependence
- Density outside the corridor

Trails Issues

- Trails along transit
- Expand network of spider trails specifically to schools
- Del Mar, Boulevard and Glenwood stop to trails and future parks and greenway
- What is the impact of the combined sewer overflow at Entrenchment Creek will have on trails at Boulevard Crossing Park – Let's get this separated or the trails will not work because when it rains, sewage goes into the "creek". I hope trails have clear connections to schools
- Amount of green space

General Comments/Questions

- Rename "Kirkwood" to anything else
- Vet station names with locals first
- What is the definition of "station" and "facilitator"
- Coordinate with the various transportation committees of the impacted neighborhoods and NPUs
- Accessibility with Zoo, Turner and major attractions via shuttle or redesign of MARTA bus lines
- Service issue – error on the side of convenience
- Moreland connect East Atlanta Village (BeltLine, shuttle)
- Grant Park Access – serve more shuttles to zoo
- Access to Stadium
- Virginia-Highland – shuttle service. Virginia Highland to Inman Park
- Move station, Edgewood, to Krog Tunnel to service Reynoldstown/Cabbagetown communities
- Five Points stop at Moreland/DeKalb (named Little Five Points)
- Moreland/Seaboard stop (named Reynoldstown)
- Moreland/Hardee stop (named Hardee)
- Inman Park/Reynoldstown station and rename to Hulsey Yard
- Kirkwood – move or rename – confusing

Meeting Group:	Northeast Study Group
Meeting Location:	Morningside Baptist Church, 1700 Piedmont Ave., NE, Atlanta, GA 30324
Meeting Date & Time:	April 16, 2009; 6:30 pm – 8:30 pm
Attendance:	Four (4) Break-out Tables – 29

The workshop kicked off with an Open House where staff was available to discuss the project. A brief power point presentation followed the Open House. The highlight of the workshop was for participants to give input on the project and to give feedback that will be used to conceptualize and design the transit and trail system. Breakout sessions, consisting of small groups of 5-6 people were led by a facilitator and supported by a recorder. The facilitators posed questions to the group related to desired features and characteristics of transit and trails. Feedback was recorded on a flip chart. During the breakout session, participants were able to view maps and community streets through an interactive video screen display at each worktable. Cutting edge technology was also available thereby allowing participants to see a model of the potential effects of transit and trails in the corridor.

At the beginning of the breakout session, the facilitator asked work group participants to introduce themselves. Following introductions, the facilitator asked the participants to discuss their ideas on transit service types, features and alignments, as well as on their vision for trail features, characteristics and alignments. The interface of transit and trails is an integral part of the project; therefore, they were discussed as a comprehensive network.

SERVICE

Service Type and Characteristics – Participants were asked to provide feedback on the basic types of transit service, local service or regional service desired. The group was also asked about preferences regarding the type of service vehicle, access to the system and travel time once on the vehicle. Following is the list of the comments and questions received.

- Neighborhood system is preferred
- Serve local destinations with access to MARTA
- The BeltLine needs short headways
- Fewer stations means faster service, but the service would be less accessible
- Small usable stops are preferred
- More frequent stops, even on local streets, are preferred
- Local service is desired
- Want stations smaller than and different than MARTA stations
- The BeltLine should be low impact access; the vehicle should allow “easy on – easy off”
- Provide local service where bikes are able to get on and off
- Provide less commuter service and more neighborhood-oriented service
- Transit should provide access to entertainment and restaurants
- Focus on eye-level experience for pedestrians, less on paving
- More local stops are good, but stops have to be at at-grade crossing and commuter does not like at-grade crossings
- Consider how to cross major roads with high traffic volumes
- The service should be a connector and needs to provide integration with buses
- Intersecting bus routes should determine BeltLine stations

- Can streetcar be converted to light rail transit (LRT)
- Look at potential for implementing a mix of modes
- Consider the potential for realignment
- Would have to cut some local stops to make it more regional
- Use ramps at the stations rather than stairs
- Seek technology that would use underground wires
- A grass track is preferred
- Provide access to jobs
- Express service should be provided depending on the time of day
- Always thought the BeltLine would provide local service and serve as a connection to larger regional system of transit and trails
- When will mode be selected

Neighborhoods/Areas of Interest – After describing the general alignment, participants were asked to describe service that would compliment/fit specific neighborhoods/areas. The group was also asked to identify specific areas of interest/concern.

Ansley Park/Inman Park

- Need a cost benefit analysis of new MARTA station versus route around Inman Park; the route is too circuitous. It is not a logical path. It is too expensive versus other alternatives (MARTA infill station)
- Put a bridge over Hulsey Yard
- In favor of expanding Krog tunnel; it is an important north-south connection for local neighborhoods
- Current plan suggests retrofitting Krog tunnel
- Amsterdam Walk
- Mason Mill Park in Decatur
- Midtown – Virginia/Monroe
 - Need the right kind of trail
 - Additional congestion will be created
- Piedmont Park
- Morningside – Ansley/Piedmont
- Piedmont Heights – Montgomery Ferry
- Armour Yard – Could solve engineering issues by moving to south side of I-85
- Flagler Avenue area (rail and trail alignment) -Trails make more sense closer to neighborhood versus Ansley golf course

TRANSIT

The facilitator asked about the features of the proposed transit that are of interest to the group. A video clip was used to facilitate the discussion and to highlight key aspects of transit features. Features of transit include areas such as vehicle type, attractiveness, size, exclusive and in-street operations, stations and station locations. Other features included passenger boarding, pedestrian and automobile crossing. The following sections list the comments, questions and suggestions made regarding the proposed transit features, alignment and stations.

Transit Features and Alignment

- Why is transit missing Little Five Points (See map-- goes up Edgewood through Inman Park to Little Five Points)
- It is okay to separate trail and transit in key areas
- The BeltLine cuts off access to Freedom Parkway (see map)
- Alignment may be too close to Park Tavern and may require removal of green space north of Monroe
- Alignment may impact single family homes
- Will train and transit alignment be separate at or near Ponce de Leon Avenue
- In the Armour Yard area, the “Blue Line” is preferred; incorporate neighborhood plans for trail and transit
- Ensure that the train and track do not have a negative impact on historic resources
- Put the alignment on south side of Piedmont
- Lower the Buford Highway connector for at-grade crossings

Transit Stations

- Why stop at Amsterdam Walk? Why not stop farther south at Park Drive
- Safety is a concern for the Ponce de Leon stop Can a clear line-of-sight be provided to ensure safety
- Add a stop at the loop just south of Little Five Points
- Add a station at Freedom Parkway
- Put an infill station on the south side of Piedmont, add a station at Monroe Drive SE
- The Montgomery Ferry station may not be accepted because it is a low-density site
- The Ansley Mall station has higher population
- The golf course is a barrier at Montgomery Ferry station
- A new station is needed south of I-85 at the Armour Yard area
- The stations should be within a 10-minute walk
- Most of the population is concentrated near I-85
- John Howell Park is a popular destination where a station could possibly be located
- Should provide a station at Amsterdam Walk, which is a nightlife area and could provide transit option for intoxicated people
- A station is needed close to the Atlanta Botanical Gardens Visitor Center
- Ansley Mall station should be placed north in a more central location for future development
- Can we move Ansley station to the Northwood’s Expansion
- At Piedmont Park, can we move the station to the Piedmont corner near Ansley Mall
- The Monroe Station should be closer to Piedmont Park
- A better connection should be provided to schools (e.g. Grady High School)
- Consider removing the Edgewood station; there are too many stations in that area
- How can the service be local if you keep all the existing stations
- Locate stations where people shop/-work to get people out of cars
- It is important to connect to the MARTA stations in each zone
- There should be a multi-modal or MARTA station in Armour Yard; The City should rezone the property around Armour Yard
- It is more cost-efficient to use the Armour Infill station instead of connecting to Lindbergh
- Consider a station to the north of Amsterdam Walk, but maintain a station at Park Drive

- A station close to Monroe would be better for students

TRAILS

Participants were asked about plans to use the trail and trail features and its functions. Possible functions and features included walking, running or biking trail, amenities along the trail, street crossings, ramps, pedestrian bridges, tunnels and alignment. The following sections list the comments, questions and suggestions made regarding the proposed trail connections and alignment.

Trail Features and Alignment

- Make trail connections at more areas than at just the transit stops
- Emphasize bicycle and pedestrian access to the trail
- The trail locations are fine
- There should be a connection between Montgomery Ferry and Armour Drive
- What do you do when the trail is backed by private property only
- Whenever a street crosses the trail, can we get access
- Desire a trail connection to the Morningside Nature Preserve
- The trail connects to Cheshire Bridge/Lenox Road with the trailhead at Wellburn
- The trail connects south to Peachtree Creek
- Pedestrian and bike resources spur trails to Morningside
- Trail should connect to city parks
- The trail along south fork of Peachtree Creek should connect to the BeltLine
- Recommend roadway modification on Piedmont Avenue to remove a general purpose lane and replace with a bike lane
- At the portion of the trail that bridges over Peachtree Creek recommend connecting Armour Yard to Peachtree Street
- Provide a trail connection to Peachtree Street along the north-south rail corridor portion of the trail
- The trail on the east side through Piedmont Heights is preferred
- There should be an additional trail at Piedmont Park
- Look at the topography for what makes sense when planning the trails
- Prefer a trail on the neighborhood side and transit on the golf course side
- The trail should connect with other trails and BeltLine transit
- Maximize green space

GENERAL COMMENTS/QUESTIONS

- Portland is an example of how transit with extended ability to walk
- The system should be free to add a feeling of ownership for those who cannot afford to ride
- Consider BeltLine effects on neighborhoods outside of tax allocation district
- Avoid mistakes of MARTA and consider long-term planning
- Promote safety
- Better to have basic amenities over a large area rather than focus resources on a few areas
- Get people out of cars and on transit
- Consider cost of stations versus building an extension of the existing line
- Current MARTA rail would tend to go in the regional category
- Do not impact homes

- Lighting would affect neighboring properties
- Direct light pollution away from residents
- Concern was expressed regarding a proposed 8-story tower

The workshop concluded with each breakout group presenting its design ideas, suggestions and comments.

WRITTEN COMMENTS

Comment forms were provided at the meeting to solicit input in three categories: Transit issues, trail issues and general comments. Comments were received from two (2) individual during this public workshop. The comments are as follows:

Transit Issue

- I want it to be all no smoking even at bus stop
- I hope can bring dogs on the train so you can walk them on the trail

Trails Issues

- I want part of it to be for walkers so joggers won't get in the way; same with bikers

General Comments

- I want the trains to run more often, same with busses
- Consider adding Morningside Nature Preserve to your maps; this is a city property and it contains pedestrian/bike trails. It could connect to Lindbergh for future connectivity of trails in the NE section of Morningside

Meeting Group:	Southwest Study Group
Meeting Location:	West Hunter Baptist Church
Meeting Date & Time:	April 23, 2009; 6:30 pm – 8:30 pm
Attendance:	Three (3) Break-out Tables – 20

The workshop kicked off with an Open House where staff was available to discuss the project. A brief power point presentation followed the Open House. The highlight of the workshop was for participants to give input on the project and to give feedback that will be used to conceptualize and design the transit and trail system. Breakout sessions, consisting of small groups of 5-6 people were led by a facilitator and supported by a recorder. The facilitators posed questions to the group related to desired features and characteristics of transit and trails. Feedback was recorded on a flip chart. During the breakout session, participants were able to view maps and community streets through an interactive video screen display at each worktable. Cutting edge technology was also available thereby allowing participants to see a model of the potential effects of transit and trails in the corridor.

At the beginning of the breakout session, the facilitator asked work group participants to introduce themselves. Following introductions, the facilitator asked the participants to discuss their ideas on transit service types, features and alignments, as well as on their vision for trail features, characteristics and alignments. The interface of transit and trails is an integral part of the project; therefore, they were discussed as a comprehensive network.

SERVICE

Service Types and Characteristics – Participants were asked to provide feedback on the basic types of transit service, local service or regional service desired. The group was also asked about preferences regarding the type of service vehicle, access to the system and travel time once on the vehicle. Following is the list of the comments and questions received.

- Designate a transit lane
- Local stops within a one-half mile walk
- Provide shorter distances between stops to reach all neighborhoods
- Slower speeds are preferred in mixed traffic
- Avoid interaction with vehicular traffic
- Transit that runs down the middle of the street would not block vehicular traffic
- Tracks in the street would damage vehicles
- Need to widen streets to incorporate in-street transit, there is not enough space in many areas
- The service should act as a collector to get to the more regional MARTA system
- Additional transit would actually reduce the amount of congestion and people on the roads
- The BeltLine would fill the gap in areas that MARTA services misses
- The BeltLine is not needed; MARTA already serves plenty of places
- MARTA is an established regional service, we do not need another one
- Transit should run through and connect to parks
- Could there be some sort of express service
- Could there be a stop request button on the train
- Prefer more stops and less walking distance

- Prefer direct service; BeltLine requires changing of mode and a roundabout route to get to destinations
- Provide access to people (residents)
- Provide access to parks
- Tie together sports and recreational destinations

Neighborhoods/Areas of Interest – After describing the general alignment, participants were asked to describe service that would compliment/fit specific neighborhoods/areas. The group was also asked to identify specific areas of interest/concern.

University/Metropolitan Parkway

- Are there smarter ways to connect to the West End Station

West End/White Street

- Already starting to get new commercial development on the BeltLine right-of-way
- Should connect to the nearby schools
- Lucille stop would be close to new apartments
- There is a long gap between stations
- The Langhorn stop does not make sense; it does not connect to anything or anyone
- West End neighborhood skirts an Historic District
- Preserve the urban fabric in West End

West View

- Should create a stop at Lucille to connect to the West View commercial district

Bankhead

- This area poses a challenge because it lacks continuous rail right-of-way
- There needs to be access to the westside quarry
- Could you split the service so that it runs up both alternatives Could this also split the service level, so that one runs more locally, and the other is more of an express

Atlanta University Center

- Provide access to jobs, commerce and housing in Atlanta University Center area (see “AUC Garden Communities”)
- Try to get more connections to the Atlanta University Center; it is a little beyond comfortable walking distance to the BeltLine
- Could there be a shuttle service or streetcar service from Ashby to West End
- Could the transit/trail jog out to touch the Atlanta University Center
- Consider the number of out of state students/visitors/guests who would want to come to this area

Oakland City

- No specific comments were given

Midtown/ CSX Yard

- No specific comments were given

TRANSIT

The facilitator asked about the features of the proposed transit that are of interest to the group. A video clip was used to facilitate the discussion and to highlight key aspects of transit features. Features of transit include areas such as vehicle type, attractiveness, size, exclusive and in-street operations, stations and station locations. Other features included passenger boarding, pedestrian and automobile crossing. The following sections list the comments, questions and suggestions made regarding the proposed transit features, alignment and stations.

Transit Features and Alignment

- Technology should obey the same traffic rules as the vehicles
- Transit could also work on a 'priority' signal system, although this might be considered an inconvenience to some
- Is the technology reversible and do they operate on interstates
- Provide access from Brown Middle School
- Need alternative alignments from the BeltLine to West End
- Need more direct access to Ashby
- Provide a connection to Westside Park
- Provide a connection to the northside and parks
- Provide connectivity to higher-learning, such as Atlanta University Center (AUC) (see "Gateways" opportunities)
- Connect to the Adair Park area (metropolitan warehouses)
- Nobody takes MARTA to Bankhead
- Crossing over Martin Luther King is a problem
- The Martin Luther King area is an Economic Development Corridor There is also a high school in area
- Commerce is in West End; the bus used to provide service but now walking is the only way to access the West End
- Cannot see using the BeltLine except for getting to the Zoo and Piedmont Park
- Oakland City needs a better transit connection to retail in West End

Transit Stations

- Add a stop at BeltLine and Lee Street to connect to Peachtree Streetcar
- Need a BeltLine/MARTA stop at Washington Park
- A stop at Martin Luther King does not make sense
- Place a stop just south of Martin Luther King

TRAILS

Participants were asked about plans to use the trail and trail features and its functions. Possible functions and features included walking, running or biking trail, amenities along the trail, street crossings, ramps, pedestrian bridges, tunnels and alignment. The following sections list the comments, questions and suggestions made regarding the proposed trail connections and alignment.

Trail Features and Alignment

- Trails should be off the street
- Frequent stopping areas along trails
- There is concern with the alignment of the trails
- Portions of trail should be soft surface
- Vancouver, Canada has two types of parallel trails. Hard and soft surfaces are separated by a grassy median or grade separation, different types of users can use the trail
- Spurs should connect green spaces
- There is an outdoor activity center on Richland Road
- Trail alignment should stay in the corridor as much as possible
- Reconsider the trail and corridor by the Fulton County Building
- A soft surface trail is more cost effective
- The locations where trails are away from transit make sense
- Consider maintenance costs for the greenways
- Revisit the trail alignment
- There was some concern that there is not enough space to fit the big multi-use trails within existing streets

GENERAL COMMENTS/QUESTIONS

- Washington Park will grow in significance over time with Natatorium
- Where is the money coming from to pay for all of this
- Is there a multi-modal transit node planned for downtown? If so, the BeltLine should connect
- What would the hours of operation be
- There is noise associated with this service; although on the other hand, it gets drunks off the street later at night
- What is the overall timeframe
- How is the environment protected
- This would be a good way to spur economic development
- There are safety and security issues dealing with lighting, patrols, call boxes and security officers
- Will there be bike lanes added within streets
- Why not have 24-hour service. Is it costly? Those off hours could be spent to clean the trains and perform maintenance
- Consider needs of seniors; there is a large senior population
- Some streets are constrained due to existing parking
- Provide safer conditions for pedestrians
- Provide bicycle-supportive facilities
- Do not venture outside of rail corridor
- Need better employers along Donnelly to improve usage
- What are future plans for Murphy Triangle
- How does BeltLine connect with the Peachtree Streetcar
- How do you access BeltLine from White Street

The workshop concluded with each breakout group presenting its design ideas, suggestions and comments.

WRITTEN COMMENTS

Comment forms were provided at the meeting to solicit input in three categories: Transit issues, trail issues and general comments. Comments were received from one (1) individual during this public workshop. The comments are as follows:

Transit Issue

- Stop at Metropolitan should be on the west side of the street. There is more room to provide vertical access toward the south. The east side also a house adjacent, so the noise from the station could be a problem for them
- The stop between Metropolitan and I-75/85 should be aligned with McDaniel Street so that the bus that runs along McDaniel can extend down to the station easily
- Along Capitol View Manor, options for connection from people's back yards should be considered – as well as privacy and noise
- More stops – local service

Meeting Group:	Westside Study Group
Meeting Location:	Atlanta Humane Society
Meeting Date & Time:	April 27, 2009; 6:30 pm – 8:30 pm
Attendance:	Three (3) Break-out Tables – 15

The workshop kicked off with an Open House where staff was available to discuss the project. A brief power point presentation followed the Open House. The highlight of the workshop was for participants to give input on the project and to give feedback that will be used to conceptualize and design the transit and trail system. Breakout sessions, consisting of small groups of 5-6 people were led by a facilitator and supported by a recorder. The facilitators posed questions to the group related to desired features and characteristics of transit and trails. Feedback was recorded on a flip chart. During the breakout session, participants were able to view maps and community streets through an interactive video screen display at each worktable. Cutting edge technology was also available thereby allowing participants to see a model of the potential effects of transit and trails in the corridor.

At the beginning of the breakout session, the facilitator asked work group participants to introduce themselves. Following introductions, the facilitator asked the participants to discuss their ideas on transit service types, features and alignments, as well as on their vision for trail features, characteristics and alignments. The interface of transit and trails is an integral part of the project; therefore, they were discussed as a comprehensive network.

SERVICE

Service Types and Characteristics

Participants were asked to provide feedback on the basic types of transit service, local service or regional service desired. The group was also asked about preferences regarding the type of service vehicle, access to the system and travel time once on the vehicle. Following is the list of the comments and questions received.

- Local service is preferred
- Connect neighborhoods with a few stops for more efficient local service
- Tie into existing MARTA
- Regional links are important
- More stops encourage walking
- Link to Westside Park by automobile is difficult
- Bankhead line could tie into the station at Westside Park
- Serve a balance of commuter use and recreational use
- BeltLine should maximize pedestrian abilities to get around, especially to colleges where many students do not own a car
- There should be minimal wait time and adherence to a tight schedule
- Northwest area would use the BeltLine for both commuting & recreation
- Provide a combination of local and regional service; it should not be an either/or question
- Regional service should not be in mixed traffic

Neighborhoods/Areas of Interest – After describing the general alignment, participants were asked to describe service that would compliment/fit specific neighborhoods/areas. The responses given were:

- West View
- West End
- English Avenue

Areas of Interest - The group was also asked to identify specific areas of interest/concern.

Westside Park

- Industrial land in this area will undergo redesign
- Slopes will be an issue
- Bankhead Station needs to be used more and tied into BeltLine alignment
- Ashby Station distance is too far to connect to
- Need the following Midtown connections to west Midtown:
 - East-West link
 - Development in upper west side
- Water Works could become a future park/regional center
- Trails could connect around Atlantic Station, use footbridge at rear of Atlantic Station
- Provide a Midtown-Buckhead connection
- Consider what is coming in terms of development
- Consider where movement will occur, e.g. Westside park, Marietta Blvd, (new residential)
- Pedestrian bridges should span the existing rail
- East-west connections should be provided

TRANSIT

The facilitator asked about the features of the proposed transit that are of interest to the group. A video clip was used to facilitate the discussion and to highlight key aspects of transit features. Features of transit include areas such as vehicle type, attractiveness, size, exclusive and in-street operations, stations and station locations. Other features included passenger boarding, pedestrian and automobile crossing. The following sections list the comments, questions and suggestions made regarding the proposed transit features, alignment and stations.

Transit Features and Alignment

- Originally heavy rail bisected many neighborhood streets limiting access, especially east to west BeltLine could reconnect these streets and reconnect areas formerly cut off
- Make more accessible for Georgia Tech students who walk or bike to school
- It is a good alignment serving the Marietta Street commercial and West Side Park
- Seems more people would be drawn to West Side Park than Water Works Park, the BeltLine should serve the most users
- The problem with the alternative is that it runs in street for much of the route. How would this impact traffic? What other issues would come up because of that it would run in a lot of heavy truck traffic? It seems like a better alignment if conflicts can be minimized

- The idea of transit connecting to walking trails is good; these connections could help connect to major nodes of interest, such as supermarkets, parks and commercial centers
- BeltLine should connect to other modes of public transportation, especially MARTA
- It is better to provide connections to more neighborhoods rather than less
- Consider splitting the corridor in some areas to cover more area
- Need connections to regional centers such as Atlantic Station, Georgia Tech, and east-west connections
- Howell Mill, Marietta Blvd, and Huff Road are corridors that are undergoing change and must have connections
- Leave the section of the alignment at Northside to Peachtree Road as proposed; there is a direct connection
- South of Northside there are more options; it is less developed
- Should provide a link to activity at Atlantic Station
- Prefer transit alignment closest to Westside Park, east alignment forces people to drive to the park
- Consider where people on west side want to connect, such as:
 - Airport – Camp Creek
 - Arts Center (midtown)
 - Ashby Station
 - Atlantic Station
 - Cascade/ Greenbriar
 - Centennial Olympic Park
 - Downtown
 - Freedom Park
 - Lindbergh
 - Piedmont Hospital
 - Piedmont Park
 - Senior Center
 - Washington & Maddox Park
 - West End
- Connections with transit that are difficult:
 - Piedmont Hospital
 - Atlantic Station
 - Washington Park
 - Civic Center
 - City Hall East
 - Cobb County Transit
 - Northwest extension of rail from Bankhead Station should be considered in planning – connect to Cobb County

Transit Stations

- Connect to Atlanta University Center; provide a shuttle from Ashby to the West End MARTA Station (at least a pedestrian-bike connection)
- Why connect to Ashby station instead of Bankhead
- A Bankhead connection would provide better connection to Westside Park
- Should provide a link to activity at Atlantic Station

TRAILS

Participants were asked about plans to use the trail and trail features and its functions. Possible functions and features included walking, running or biking trail, amenities along the trail, street crossings, ramps, pedestrian bridges, tunnels and alignment. The following sections list the comments, questions and suggestions that were made regarding the proposed trail connections and alignment.

Trail Features and Alignment

- Trails should run on the site of both the alternatives whether there is transit there or not
- Is there the opportunity for a trail to run along, connecting the old Bankhead bridge, through Tech, using the 3rd Street underpass of the connector and across Ponce to the other side of the BeltLine
- There needs to be more east/west connectivity...especially for bike and pedestrian use

GENERAL COMMENTS/QUESTIONS

- The West side shopping center area is a convergence of several corridors
- The BeltLine should not try to achieve too much and answer all concerns
- What is rationale for MARTA station connections
- Take into consideration demographic trends, consider long term need in planning—e.g., aging population may require different needs
- Consider previous planning studies – example original MARTA planning (1970's)
- Transit service needs to be targeted to both current and projected populations
- Heavy pedestrian use should be addressed on Martin Luther King Jr. Drive/Simpson Streets, which are mostly residential, underused, and unsafe for pedestrians... there needs to be more visibility along this route
- Consider commuters moving into downtown
- Bring people back into the city, which could possibly be encouraged through housing affordability
- Consider opportunities to redevelop brown fields
- Consider opportunities to rejuvenate historic/cultural resources in South and Southwest neighborhoods
- Environmental impacts to consider:
 - Washington Park
 - Washington High School
 - Grace Covenant Baptist Church
 - Noise will be a factor with light rail
 - Horns at intersections will be a noise issue
- Desire for green median for Beltline corridor
- Will there be a conflict with trees in BeltLine corridor? Consider trees in planning and design
- The topography in the Beltline Corridor is level; it will be good for trails
- Connections are difficult in the north west because of industrial land uses
- In the Northwest, there are mostly old rail corridors that will undergo a lot of development
- There is a desire for transportation system that encourages people to board transit to access Atlanta

The workshop was concluded with each breakout group presenting its design ideas, suggestions and comments.

WRITTEN COMMENTS

Comment forms were provided at the meeting to solicit input in three categories: Transit issues, trail issues and general comments. Comments were received as follows:

One (1) individual submitted during this public workshop

Transit Issue

- Marietta Boulevard option should be prioritized over Astern option – provides better connectivity to Bankhead Station, Westside Park, Howell Station and redevelopment along Huff Road
- Look at connection through Atlantic Station, use rail bridge to Amtrak Station at Brookwood and follow rail line to BeltLine underpass at I-85

General

- BeltLine transit is ahead of its time; Region should focus on in town streetcar grid with connections to Midtown/Downtown first and then revisit the BeltLine as a way to seam the services together

One (1) individual submitted after this public workshop:

General

The primary goal of the workshop is to answer three questions: what type of transit rail system does the public want in the right-of-ways of the BeltLine loop; what can be done differently with respect to the ideas that have already been presented; and what are the environmental impacts that the proposed transit system may have on the neighborhoods?

The workshop commenced with a PowerPoint presentation to the audience on the various types of light-rail systems throughout the nation. Once the formal presentation was completed we broke out into three groups. I counted 4 guests at each table (a total of 12 attendees from the public were present). The remaining attendees consist of BeltLine representatives, MARTA representatives and MARTA consultants, which totaled more than 12.

Another purpose of the study is for the BeltLine to obtain additional input on alternate routes and trails; location of transit stations; and public's preference on either a regional transit system or a local transit system. The additional input will assist the BeltLine with preserving of land for the right-of-ways.

The BeltLine loop is divided into 4 zones. The Northeast zone begins at the Lindbergh MARTA station and terminates at Reynoldstown/Inman Park MARTA station. They are forecasting approximately 13 stations stops along this route. The Southeast zone begins at the Reynoldstown/Inman Park station and terminates at the West End MARTA station with approximately 15 stations on its

path. The Southwest zone goes from the West End MARTA station to the Ashby Street MARTA station and has approximately 5 stations between them. The Northwest zone continues from the Ashby Street MARTA station and terminates at the starting point of the Northeast zone – Lindbergh MARTA station. It is projected to have approximately 9 station stops.

Interestingly enough, all three groups studied and presented their ideas on the Northwest zone. There was a consensus among the groups that we need more connectivity from the western region of the city to the eastern portions of the city. A student from Georgia Tech proposed the concept of continuing Donald Lee Hollowell Parkway using the existing bridge (now condemned and abandoned) and through a tunnel under Georgia Tech that would connect to either Ponce de Leon or North Avenue on the eastside of the city (we all liked this genius idea).

I participated in Group 2 with APAB Chair Drennell Thomas and my friends/neighbors Mr. & Mrs. Michael/Karen Daniely. We approached the study by determining the final destination points of Northwest Atlanta residents. Downtown Atlanta, Civic Center, Atlantic Station, Piedmont Hospital, Lenox Mall, Art Center, Midtown and parts of Cobb County/Smyrna were labeled as some key destination points. We felt that the BeltLine transit plan needed to be more comprehensive by including a network transit system that could connect all of these destination points back to both the Bankhead MARTA station and the Ashby Street MARTA station.

Currently the Bankhead MARTA station is **not** designated on BeltLine Master Transit Plan. Our group advocated that this stop be included since it is an essential part of Northwest Atlanta's (i.e. Bankhead area) future growth. Also, we feel that the Bankhead station stop will serve a key function in the planning of a light-rail line from the Cobb County Line starting at I-285 and South Cobb Drive in Smyrna into Atlanta. The Bankhead MARTA station is crucial if we are to create a master transportation plan that is inclusive of east-west connectivity as well.

As mentioned earlier, it was the group's opinion to encompass a mix of both the regional and local transit system into the BeltLine Transit plans. The regional system could be dedicated to transporting riders to the primary final destination points faster by having less frequent stops. The alternate local transit system will serve the stops that have less ridership.

In conclusion, the group did determine some historic districts that could be potentially impacted by a new right-of-way rail line. Washington Park, Knight Park, Herndon Home, Grace Covenant Church were some of the places that the BeltLine should be sensitive to when planning for their alignments. I raised the issue of potential noise pollution as the rail cars approach intersections. My suggestion is to build overpasses and underpasses through residential areas in order to abate the blowing of horns.

I'm anxious to find out how much of our group's input will materialize into the final plan. I'll keep you posted.

Meeting Group:	Northside Study Group
Meeting Location:	Piedmont Hospital – McRae Auditorium, 1984 Peachtree Rd., NE, Atlanta, GA 30309
Meeting Date & Time:	May 4, 2009; 6:30 pm – 8:30 pm
Attendance:	Three (3) Breakout Tables – 19

The workshop kicked off with an Open House where staff was available to discuss the project. A brief power point presentation followed the Open House. The highlight of the workshop was for participants to give input on the project and to give feedback that will be used to conceptualize and design the transit and trail system. Breakout sessions, consisting of small groups of 5-6 people were led by a facilitator and supported by a recorder. The facilitators posed questions to the group related to desired features and characteristics of transit and trails. Feedback was recorded on a flip chart. During the breakout session, participants were able to view maps and community streets through an interactive video screen display at each worktable. Cutting edge technology was also available thereby allowing participants to see a model of the potential effects of transit and trails in the corridor.

At the beginning of the breakout session, the facilitator asked work group participants to introduce themselves. Following introductions, the facilitator asked the participants to discuss their ideas on transit service types, features and alignments, as well as on their vision for trail features, characteristics and alignments. The interface of transit and trails is an integral part of the project; therefore, they were discussed as a comprehensive network.

SERVICE

Service Type and Characteristics

Participants were asked to provide feedback on the basic types of transit service, local service or regional service desired. The group was also asked about preferences regarding the type of service vehicle, access to the system and travel time once on the vehicle. Following is the list of the comments and questions received.

- Provide access to regional activity centers, shopping and medical centers
- Speed is important for generating and sustaining ridership
- Provide options for local needs and access to regional travel destinations
- Provide “skip-stops” during peak periods
- Connectivity is the key issue
- Local service, with easy on/off access, is preferred
- Ensure connectivity between neighborhood activity centers
- Local transit service will provide better service to parks and neighborhoods
- Transit service should be designed as a “people mover” to connect commuters to existing MARTA heavy rail system
- Transit service should provide fast connections to major destinations (e.g. airport)
- The corridor should be designed for transportation and not recreation
- Facilitator comments: Participants were evenly divided on the question of local versus regional transit service characteristics. Advocates for local service viewed the BeltLine

as an opportunity to connect neighborhoods and neighborhoods to parks. Advocates for regional service viewed the BeltLine as an opportunity to quickly connect users to the MARTA heavy rail system and on to major destinations

TRANSIT

The facilitator asked about the features of the proposed transit that are of interest to the group. A video clip was used to facilitate the discussion and to highlight key aspects of transit features. Features of transit include areas such as vehicle type, attractiveness, size, exclusive and in-street operations, stations and station locations. Other features included passenger boarding, pedestrian and automobile crossing. The following sections list the comments, questions and suggestions that were made regarding the proposed transit features, alignment and stations.

Transit Features and Alignment

- Closing some stations during peak service times could allow for both a local and regional transit service
- Too many stations will compromise the ability to provide a fast connection to MARTA heavy rail system
- Consider a transit alignment south of I-85 along Monroe Drive to provide better service to Piedmont Heights neighborhood and new residential development along Monroe Drive
- The primary BeltLine access point for Brookwood Hills neighborhood will be along the Peachtree Road corridor
- the Transit alignment and station design at Piedmont Hospital should consider age of potential users
- The transit alignments through the Armour Yard area are too far removed from activity centers, residents, and services
- Provide access to Westside Park
- Provide access to areas with high population and employment densities
- Provide access for people without cars and people with limited walking/bicycling capacities
- Reinforce east-west bus connections along North Avenue, 14th Street and Memorial Drive
- Providing for an integrated network is required
- Consider a BeltLine connection to Armour via Monroe/Buford, then Armour Drive,
- Consider cost of operating the BeltLine to Lindbergh versus Armour

Transit Stations

- Scale/amenities can affect site decisions
- Safety and security is important, surveillance
- Stations should be located at major intersection to provide access to MARTA bus routes
- More stations should be provided along the BeltLine corridor. Use Charleston streetcar as an example
- Provide station at Atlanta Decorative Arts Center (ADAC)
- Consider parking lots at the stations
- Provide additional stations between I-85 and Lindbergh MARTA Station

- Move Rose Circle station to Murphy's Triangle where new higher density development is planned
- Locate stops to allow connections with bus routes
- Armour is a key multi-modal stop location
- Include a stop at Armour/Buford

TRAILS

Participants were asked about plans to use the trail and trail features and its functions. Possible functions and features included walking, running or biking trail, amenities along the trail, street crossings, ramps, pedestrian bridges, tunnels and alignment. The following sections list the comments, questions and suggestions made regarding the proposed trail connections and alignment.

Trail Features and Alignment

- Safety and security on the trails is important; provide surveillance
- Provide a connection to Silver Comet Trail
- Minimize impacts to trees during design construction
- Emphasize bicycle and pedestrian access to the trail
- The South Fork of the Peachtree Creek train should be connected to the BeltLine Trail near Piedmont
- Keep the trail south of Buford Highway. A primary concern is the trail crossing vehicular traffic at the ramp from Piedmont to Buford southbound. Need crossing protection for trail users. The trail must extend to Piedmont
- The trail alignment along Armour Drive seems isolated from existing residential areas, and too far from the BeltLine corridor and the transit alignment
- Avoid trail alignments that require tunnels. Bridges and at-grade crossings will provide safer conditions
- The trail alignment should follow the corridor as much as possible to avoid environmental impacts

GENERAL COMMENTS/QUESTIONS

- Need to educate public on benefits of BeltLine to neighborhoods

The workshop concluded with each breakout group presenting its design ideas, suggestions and comments.

WRITTEN COMMENTS

Comment forms were provided at the meeting to solicit input in three categories: Transit issues, trail issues and general comments. Comments were received from one (1) individual during this public workshop. The comments are as follows:

Transit Issue

- I wish buses and trains ran more often

Trails Issues

- I want certain lanes for bikes, pets and joggers. No skaters or skateboards

General Comment

- I want no smoking stations

Meeting Group:	Atlanta Development Authority (ADA)/Economic Development Sub-Cabinet Workshop
Meeting Location:	86 Pryor Street SW, Atlanta, GA 30303
Meeting Date & Time:	May 28, 2009; 9:00 am – 11:00 am
Attendance:	Three (3) Break-out Tables – 29

The workshop kicked off with an Open House where staff was available to discuss the project. A brief power point presentation followed the Open House. The highlight of the workshop was for participants to give input on the project and to give feedback that will be used to conceptualize and design the transit and trail system. Breakout sessions, consisting of small groups of people were led by a facilitator and supported by a recorder. The facilitators posed questions to the group related to desired features and characteristics of transit and trails. Feedback was recorded on a flip chart. During the breakout session, participants were able to view maps and community streets through an interactive video screen display at each worktable. Cutting edge technology was also available thereby allowing participants to see a model of the potential effects of transit and trails in the corridor.

At the beginning of the breakout session, the facilitator asked work group participants to introduce themselves. Following introductions, the facilitator asked the participants to discuss their ideas on transit service types, features and alignments, as well as on their vision for trail features, characteristics and alignments. The interface of transit and trails is an integral part of the project; therefore, were discussed as a comprehensive network.

SERVICE

Service Type and Characteristics – Participants were asked to provide feedback on the basic types of transit service, local service or regional service desired. The group was also asked about preferences regarding the type of service vehicle, access to the system and travel time once on the vehicle. Following is the list of the comments and questions received.

- Development drives the types of destinations travelers wish to access; local service best drives economic development
- Travelers are time-sensitive, and timeliness and availability are key factors in attracting and retaining ridership:
 - Frequency of service
 - Periods of operation – 24-hour or late-night service
 - Travel time through the corridor
- Regardless of service type, the system should be designed to maximize ridership potential
- Local service type is more in line with the original intent of the project
- Shuttle system would not be convenient for users
- Transit design should provide for a user friendly system
- Transit design should provide for multiple community connections
- Transit design should maximize opportunities for access
- Transit system should place users closer to destinations and activity areas
- More stations versus fewer stations is preferable
- Do not use the term “regional” to describe transit system; Beltline is a local service to complement the existing MARTA system

- Fare collection system should be determined
- Local service type is preferable for the entire corridor; do not mix local service with regional service; a hybrid system should not be considered
- Transit system design analysis should weigh options against time saved when compared to driving a car
- Limit the number of station locations in undeveloped sections of the corridor; instead use stations to encourage redevelopment
- Strong preference for local service; regional is bad term and not desired
- No parking at BeltLine stations
- Some parking at those MARTA stations that connect to BeltLine
- Access to MARTA and other regional transit is important
- Include express transit service with skip stops

Neighborhoods/Areas of Interest – After describing the general alignment, participants were asked to describe service that would compliment/fit specific neighborhoods/areas.

- Connect to recreation opportunities

Areas of Interest – The group was also asked to identify specific areas of interest/concern.

Miami Circle (north of Lindbergh Center)

West End Station

- Consider an in-fill MARTA heavy rail station between West End Station and Oakland City Station versus a spur connection to West End Station
- Compare cost of infill station versus cost of spur connection

Bankhead Station

- Provide a direct connection or walkable connection Bankhead Station
- Enhance sidewalks along Donald Lee Hollowell Parkway to provide a pedestrian connection from the Beltline corridor to Bankhead Station. This is approximately 1,500 linear feet and would be about a five to six minute walk

Westside Park

- Consider an alternate transit alignment to provide closer access to Westside Park
- Consider an alternate transit alignment to provide access into the center of Westside Park
- Consider using the existing Georgia Power right-of-way as a route to provide access to Westside Park

Inman Park/Reynoldstown Station

- Consider locating the transit alignment along Edgewood Avenue versus DeKalb Avenue
- Transit alignment should provide better access to the Inman Park neighborhood and Little Five Points commercial district
- Transit alignment should continue south along Moreland Avenue to Memorial Drive versus the alignment using Wylie Street

- The transit alignment should not extend to provide service to East Atlanta

TRANSIT

The facilitator asked about the features of the proposed transit that are of interest to the group. A video clip was used to facilitate the discussion and to highlight key aspects of transit features. Features of transit include areas such as vehicle type, attractiveness, size, exclusive and in-street operations, stations and station locations. Other features included passenger boarding, pedestrian and automobile crossing. The following sections list the comments, questions and suggestions that regarding the proposed transit features, alignment and stations.

Transit Features and Alignment

- Could the trail spur west of Westside Park from Donald L. Hollowell Parkway be an alternative transit line
 - How to connect with northwest alignment to the north
- Consider redevelopment benefits in choosing among alternative alignments
- How does the transit alignment fit in active freight right-of-way
- How does the transit alignment function in active street right-of-way
- DeKalb Avenue area is a challenge
- Lindbergh/Armour area; why have Armour service? Considered to not have too many trip destinations
- Need connection to Bellwood Quarry and Bankhead MARTA station – recent LCI for area would support, and be supported by BeltLine transit
- Transit could travel on Donald Lee Hollowell between currently proposed BeltLine alignment and Bankhead station
- Corridor widths – ROW preservation important – identify pockets of ROW preservation
- inventory
- prioritized

Transit Stations

- Consider multiple stops at major destinations (ex. Westside Park – similar number of stops as Piedmont Park)
- If Armour area proceeds as a multimodal, heavy rail infill station, is the BeltLine stop at Lindbergh Center still necessary
- Consider connections with other transit modes (ex. Peachtree Streetcar) in identifying stops
- Consider infill stations:
 - Armour, or Miami Circle
- South of West End MARTA Station

TRAILS

Participants were asked about plans to use the trail and trail features and its functions. Possible functions and features included walking, running or biking trail, amenities along the trail, street crossings, ramps, pedestrian bridges, tunnels and alignment. The following sections list the comments, questions and suggestions made regarding the proposed trail connections and alignment.

Trail Features and Alignment

- Provide proper amenities for bicyclists (ex. lockers, storage) throughout corridor
- Provide stopping areas for pedestrians including benches, restrooms
- How does the trail alignment fit along active street right-of-way
- Width – preserve existing open spaces and not focus solely on developing new
- Separate bicycle and pedestrian traffic

GENERAL COMMENTS/QUESTIONS

- Transit alignment should connect density centers to capture as many riders as possible
- Name stations after each of 45 neighborhoods

The workshop concluded with each breakout group presenting its design ideas, suggestions and comments.

Meeting Group:	SAC, TAC & Agency Workshop
Meeting Location:	725 West Peachtree Street, NE, Atlanta, GA 30308
Meeting Date & Time:	June 2, 2009; 11:30 am – 1:30 am & 6:00 pm – 8:00 pm
Attendance:	Session 1 – Four (4) Break-out Tables – 24 Session 2 – Two (2) Break-out Tables – 12

The workshops kicked off with an Open House where staff was available to discuss the project. A brief power point presentation followed the Open House. The highlight of the workshop was for participants to give input on the project and to give feedback that will be used to conceptualize and design the transit and trail system. Breakout sessions, consisting of small groups of people were led by a facilitator and supported by a recorder. The facilitators posed questions to the group related to desired features and characteristics of transit and trails. Feedback was recorded on a flip chart. During the breakout session, participants were able to view maps and community streets through an interactive video screen display at each worktable. Cutting edge technology was also available thereby allowing participants to see a model of the potential effects of transit and trails in the corridor.

At the beginning of the breakout session, the facilitator asked work group participants to introduce themselves. Following introductions, the facilitator asked the participants to discuss their ideas on transit service types, features and alignments, as well as on their vision for trail features, characteristics and alignments. The interface of transit and trails is an integral part of the project; therefore, they were discussed as a comprehensive network.

SERVICE

Service Type and Characteristics – Participants were asked to provide feedback on the basic types of transit service, local service or regional service desired. The group was also asked about preferences regarding the type of service vehicle, access to the system and travel time once on the vehicle. Following is the list of the comments and questions received.

- Local service is preferred, with access to regional services
- Combination of regional and local service
- Wants more stops, less like MARTA heavy rail
- Tie service frequency to centers, density, jobs and activities
- Wants regional service; it's not for leisure
- Need express service
- Some stations serve major centers while others serve smaller more local
- Travel time must be competitive
- Wants the ability to bypass stations
- Maximize ridership
- Use feeder services to support faster regional travel
- Consider "skip stop" operations during peak periods, or other hybrid local/regional operations
- Apply cost-effectiveness criteria
- One-half (½) mile station spacing seems appropriate for the Beltline
- Consider a mix of service types depending on time of day and peak hours
- Consider bypassing some stations during peak hours to provide faster service

- Consider different types of transit technologies in the corridor (i.e., Portland, Organ provides an example of streetcar and light rail sharing tracks)
- Character of the Beltline transit system should be different from the existing MARTA heavy rail transit system in terms of speed, station spacing and transfers.
- Vehicle speed should respond to the surrounding neighborhood conditions
- Seamless transitions from Beltline to MARTA heavy rail stations
- Minimize impacts to the community
- Provide service for other than work trips
- Concern about frequency of service based on type of vehicles, location of stations
- Create the stations, but activate as needed – not all active right away
- Prefers streetcar; its more adaptable and cost-effective to operate
- Provide neighborhood-oriented access, part of original BeltLine transit concept
- Consider impact to DeKalb Avenue-Moreland Avenue interchange
- Travel time important for travelers going through/across zones in BeltLine Corridor
- Consider “skip-stops,” other hybrid local-regional options
- Minimize pedestrian access time

Neighborhoods/Areas of Interest – After describing the general alignment, participants were asked to describe service that would compliment/fit specific neighborhoods/areas.

- Atlanta University Center
- Fort McPherson
- Piedmont Hospital
- Little 5 Points

Areas of Interest – The group was also asked to identify specific areas of interest/concern.

Corridor-wide

- Right-of-way impacts
- Need for better east-west connectivity
- Accessibility to both major trip destinations (activity centers, employment) and trip origins
- More direct access to major activity centers along BeltLine Corridor (ex. Piedmont Hospital)
- Connections needed to all MARTA heavy rail stations near BeltLine (ex. Bankhead Station)
- Connect to existing and planned transit services
- Right-of-way impacts
- Integration with surrounding land use
- Quality design (do not sacrifice in the interest of minimizing right-of-way or avoiding impacts)

Ashby Station

- Lena Street has a limited right-of-way width so consider using Martin Luther King Jr. Drive to connect Beltline to Ashby Station

Inman Park/Reynoldstown Station

- The BeltLine alignment and connection to MARTA should consider the possibility of an infill heavy rail station as part of redevelopment at Hulsey Yard
- Consider Edgewood Avenue as a possible BeltLine Alignment

Northeast

- Lindbergh area, Emory
- Frequency of Service
- Trail connections, between Lindbergh Center area and nearby neighborhoods (Piedmont Heights, Peachtree Hills)

TRANSIT

The facilitator asked about the features of the proposed transit that are of interest to the group. A video clip was used to facilitate the discussion and to highlight key aspects of transit features. Features of transit include areas such as vehicle type, attractiveness, size, exclusive and in-street operations, stations and station locations. Other features included passenger boarding, pedestrian and automobile crossing. The following sections list the comments, questions and suggestions made regarding the proposed transit features, alignment and stations.

Transit Features and Alignment

- Use BeltLine as a feeder service to MARTA heavy rail stations, other regional services
- Consider smaller vehicles
- Consider rubber-tired vehicles
- Consider a digital kiosk to inform patrons of wait times at BeltLine station platforms
- Fare collection system should allow a seamless transfer to minimize commute times
- Take advantage of intelligent technology features such as “next-bus” advance notification
- Off-board fare collection:
 - Can support “skip stop” operations
 - Consider “honor system”
- Level boarding

Transit Stations

- Use trail to support community connections to BeltLine stops
- Minimize need for long travel distances from stations
- Near development
- Near activity centers
- Walking access versus park-ride
- BeltLine station location planning should be coordinated with BeltLine sub-area planning and existing MARTA patron data
- Consider infill stations at Armour, Murphy Triangle (south of West End)

TRAILS

Participants were asked about plans to use the trail and trail features and its functions. Possible functions and features included walking, running or biking trail, amenities along the trail, street crossings, ramps, pedestrian bridges, tunnels and alignment. The following sections list the comments, questions and suggestions made regarding the proposed trail connections and alignment.

Trail Features and Alignment

- Establish measures and features for safety and security
- Adequate lighting
- Provide restrooms
- Proper maintenance of trail and amenities
- Provide opportunities for artists; apply revenue from art commissions to support operations
- Consider funding options
- Stream crossings/flood zones
- Appropriate signage and way-finding features
- Identify multiple-trail options, including more visible trails near streets and neighborhoods
- Provide 24-hour access
- Consider existing closing times for transit services and public parks
- Provide dirt-trail options for runners
- Avoid tunnels

GENERAL COMMENTS/QUESTIONS

- Transit alignment should connect density centers to capture as many riders as possible
- Name stations after each of 45 neighborhoods
- MARTA infill – greater connectivity between BeltLine and heavy rail
- Concern about expense
- Service is good for Emory, SW of Lindbergh
- MARTA modeled this from previous study—relying on that for this process
- Need input from the users
- Public outreach in the northeast

The workshop was concluded with each breakout group presenting its design ideas, suggestions and comments.

Appendix B: Presentation Notes

MARTA General Planning Consultant Services BELTLINE CORRIDOR ENVIRONMENTAL STUDY

MEETING GROUP:	Public Presentations (12)	WORK ORDER NO:	#2008-07
PROJECT CODE:	BEL	TASK NO:	7.9 – Phase 3 Public Involvement and Agency Coordination

Meeting Group: Atlanta Housing Association of Neighborhood-Based Developers (AHAND)

Meeting Location: 967 Dewey Street SW, Atlanta, GA 30310

Meeting Date & Time: May 21, 2009; 12:00 pm – 2:00 pm

Attendance: 28

During this formal community meeting, staff gave a brief presentation on the Beltline project. Attendees were then given the opportunity to ask questions and give input on the project. Prior to and after the formal community meeting attendees were given the opportunity to view and discuss a series of display boards that described why we were there, the type of service good for the Beltline, the project environmental study goals, the overall Beltline concept and the project study area map. Verbal comments, written comments, suggestions and issues of concern expressed by participants during this forum were documented by staff and are shown below.

1. Where would you like to go on transit or trails; what destinations would you like the BeltLine to connect?

- Atlanta University Center
- Central Business District/Midtown
- Connection to job centers and economic opportunities; need to help people in community rather than interrupt the community for the benefit of non-residents
- Airport
- Neighborhood shopping districts
- Connect to existing MARTA stations
- Bookstores, easy access to meetings downtown, entertainment, food and coffee shops
- Grocery store, schools, libraries, museum
- Parks, other communities
- Connect to other regional transit systems and corridors
- Transit to connect to major intersections
- Connect to doctor office
- Create a system that allows for leisurely entertainment on weekends
- Connect to historic neighborhoods

2. In terms of the relationship to your community, do you have any particular interests or concerns regarding the BeltLine project?

- Ensure balanced development
- Affordable housing and businesses in all beltline communities
- Concern with frequent stops in Reynoldstown
- More green space in Reynoldstown
- Clearly marked bike trails
- Connect easily to MARTA
- Beltline should stay on the existing right-of-way and avoid pedestrian streets where possible
- Persons from the community to develop artwork aesthetics
- Connect my community to employment centers
- Will dramatically increase our property taxes making housing unaffordable
- Development density will over-tax existing street capacity – timing of development needs to match the transportation development
- Questions whether or not it will improve community property values
- Stops at major intersections, not residential neighborhood spaces (no noise, no exhaust, etc. in residential neighborhoods)
- Be able to walk to station

3. What type of transit would you like; local service with many closely spaced stations that travels at slower speeds, or regional service that is faster and travels longer distances?

- Local services with the ability to connect to a more regional service
- Local service with many closely spaced stations that travels at slower speeds
- Local service with closely spaced stations .3 miles apart
- Both local and regional service are important
- Provide local service to free us up more from cars and create less of a need for big parking lots
- Short distances and frequent trips that serve neighborhoods; walk to the station (SAND-Ornewood Park)
- Quiet is the issue, whether fast or slow
- At Washington Park, closely spaced stops to serve neighborhoods

4. Comment on the following:

Features of transit and trails such as transit vehicle type, size, exclusive and in-street operations:

- Wants street car type stops and vehicles
- Wants street car which is more community friendly
- Needs transit that is compatible with bike and foot traffic; need safety barrier between
- The feel of transit should be comfortable, clean and friendly to all folk

Features of transit and trails such as transit passenger boarding:

- Validate passes that you can use for 24-hour/2 days
- Be able to validate by stamping 5 days in machine @stop or in vehicle
- Interconnected to heavy rail buses, major transportation grids

Features of transit and trails such as pedestrian and automobile crossings:

- No comments

Features of transit and trails such as transit and trail access points:

- No comments

Features of transit and trails such as pedestrian bridges and street crossings or ramps:

- No comments

Features of transit and trails such as transit and trails interface and alignments:

- Trails should be able to accommodate runners, bikers and walkers; no motorized vehicles on trains
Passenger boarding should be at specific locations and should be very friendly
- Quiet transit; no localized pollution
- Street car/trolley size vehicles
- Raised platform to provide direct entry (no steps in car)
- Should allow at grade crossing for pedestrians

Features of transit and trails such as bicycle lanes, paths and crossings:

- Need dedicated bike lanes alongside trail; they should not interact
- In high traffic areas create a clear separation with traffic and trails
- Continue bicycle connections with Freedom Parkway; develop in phases

5. Provide any general comments you have on this project.

- I like the proposal. I encourage the project.
- Do more like Europe and NYC public transportation payment rather than Metro or other US examples
- Beltline should stimulate economic development around stations
- How much progress has there been in acquiring land for the BeltLine?
- Is there a formula currently available to determine the number of feet required from a rail line?
- How do you coordinate between higher density on the rail line and the rest of the world; make sure you do not get land use out of sync.

6. Regarding use of transit and travel patterns: () indicates number of responses

What is your main form of transportation on weekdays to and from work?

- Walk
- Bicycle
- Public Transit (1)
- Drive
- Combination walk, bike or transit
- Combination drive and transit
- Not applicable

How do you generally travel within the City?

- Walk
- Bicycle
- Public Transit
- Drive
- Combination of the above (1- public transit and drive)

Please indicate how many one-way transit trips (bus and rail) you take over the course of a week.

- None (1)
- 1-5 trips
- 6-10 trips
- More than 10 trips

Meeting Group: Martin Luther King Jr. Library

Meeting Location: 409 John Wesley Dobbs Ave, NE, Atlanta, GA 30312

Meeting Date & Time: May 26, 2009 – 2:00 pm – 4:30 pm

Attendance: 27

In this personal, informal context, staff engaged individuals in informal discussions about the Beltline project. A series of display boards that described why we were there, the type of service good for the Beltline, the project environmental study goals, the overall Beltline concept and project study area map were displayed for public perusal. Verbal comments, written comments, suggestions and issues of concern expressed by participants during this forum were documented by staff and are shown below.

1. Where would you like to go on transit or trails; what destinations would you like the BeltLine to connect?

- Go to I – 20 East and West. Also North Springs Station to navigate at least to Windward Park area
- Connect to colleges and downtown; also connect to northern areas like Norcross, Gwinnett, Marietta
- Every neighborhood to include all parts of downtown Atlanta
- Atlantic Station and North Druid Hills
- Griffin
- Alpharetta, Dunwoody, North Fulton county
- The original configuration of the loop would be ideal. Question is, what existing MARTA stations (primary), residential/work areas (secondary), and parks, tourist, locals, social landmarks, etc. should be connect in an optimal layout that would best benefit the area. Midtown or Lindbergh, Reynoldstown or Candler Park, West End or the Southline and maybe Vine City on the West Line

2. In terms of the relationship to your community, do you have any particular interests or concerns regarding the BeltLine project?

- Concerns about fare, location, availability
- Service should not coincide with buses and should run more frequently in certain areas like airport, East Point, College Park
- Security, noise
- Only that everyone can use and benefit from the BeltLine
- Connect people to their spiritual centers
- Stations in rich and poor neighborhoods be designed with equal investments/infrastructures
- Will it remove cars on the roadways?
- People currently staying in the corridor are not displaced by increased costs associated with development

3. What type of transit would you like; local service with many closely spaced stations that travels at slower speeds, or regional service that is faster and travels longer distances?

- Both
- Closely spaced stations and regional service
- Fast
- Regional service that is faster and travels longer distances

4. Comment on the following:

Features of transit and trails such as transit vehicle type, size, exclusive and in-street operations:

- Must accommodate the average rider
- Should be spacious enough to carry many passengers, but not as big as a bust, to conserve energy
- Maybe a hop on/off trolley at some points

Features of transit and trails such as transit passenger boarding:

- No comment

Features of transit and trails such as pedestrian and automobile crossings:

- Multiple entry/exits that accepts only breeze cards, no cash

Features of transit and trails such as transit and trail access points:

- Plentiful and in sync with bus stops

Features of transit and trails such as pedestrian bridges and street crossings or ramps:

- No comment

Features of transit and trails interface and alignments:

- No comment

5. Provide any general comments you have on this project.

- The project is good for Atlanta and everyone can use it
- There needs to be a line that goes from top to bottom of state (high speed beltline)
- Will MARTA be the same or will the fare go up – when and how much?
- Will it help students get around to classes better?
- Make MARTA faster to go to and from places

6. Regarding use of transit and travel patterns: () indicates number of responses

What is your main form of transportation on weekdays to and from work?

- Walk (4)
- Bicycle
- Public Transit (5)
- Drive (4)
- Combination walk, bike or transit (3)
- Combination drive and transit
- Not applicable

How do you generally travel within the City?

- Walk (8)
- Bicycle
- Public Transit (8)
- Drive (1)
- Combination of the above (3)

Please indicate how many one-way transit trips (bus and rail) you take over the course of a week.

- None (2)
- 1-5 trips (6)
- 6-10 trips (1)
- More than 10 trips (1)
- 18 – 22 (this was added – 1)

Meeting Group: Colony Square Food Court
Meeting Location: 1197 Peachtree Street, Atlanta, GA 30361
Meeting Date & Time: May 27, 2009 – 11:30 am – 1:45 pm
Attendance: 22

In this personal, informal context, staff engaged individuals in informal discussions about the Beltline project. A series of display boards that described why we were there, the type of service good for the Beltline, the project environmental study goals, the overall Beltline concept and project study area map were displayed for public perusal. Verbal comments, written comments, suggestions and issues of concern expressed by participants during this forum were documented by staff and are shown below.

1. Where would you like to go on transit or trails; what destinations would you like the BeltLine to connect?

- Connectivity to shopping, arts, sports, venues to allow for ease of access for tourism and to alleviate traffic congestion
- From Ponce de Leon at N. Highland, west on PDL to Peachtree (a trolley), and ideally a trolley going N&S on Peachtree
- Downtown and neighborhoods like Ansley, Morningside, Virginia Highland, Inman Park – Turner Field, Atlantic Station, Fox, Centennial Olympic Park
- Silver Comet Trail, Chattahoochee River, Kennesaw Mountain
- Lenox, Atlantic Station, Fox, Piedmont Park, The Tabernacle, Gwinnett Arena – places of entertainment and recreation
- Decatur, Midtown, East Atlanta Village
- Past I 285 to Macon
- Rail for entire region, including in town and surrounding counties that commute to Atlanta
- Access to bussing and parking garages
- Train from West Cobb to downtown; from Atlanta to Greenville, Chattanooga, Macon
- Would prefer funds to be used to extend MARTA to North Point Mall, Windward, Cumming
- Smaller cities and down to Macon/Warner Robins, Alpharetta, Cobb Galleria, Northlake
- Piedmont Park, Stone Mountain
- Smyrna, Buckhead
- Concert areas
- Outside I 285
- Current plans look fine
- Snellville, Stone Mountain, Arts Center – NOT through Five Points
- Woodstock,
- Ormewood, Monroe, Piedmont Park
- West End
- Douglasville, Villa Rica – coming to MLK to ride is pointless
- Feel comfortable and safe riding bike from office at 17th and Peachtree to a station at Piedmont Park to connect with MARTA Northline and Armour Station
- Vinings to downtown/Midtown
- North and east of Atlanta

- Site of Virgin Mary appearances in Conyers
- Atlantic Station, malls, sport venues, airport, Powder Springs
- Cumberland, Lenox, downtown, Mableton/Austell, Midtown, Perimeter, sport venues, entertainment venues, Atlantic Station, Little Five Points, Highland Springs

2. In terms of the relationship to your community, do you have any particular interests or concerns regarding the BeltLine project?

- City would prosper with BeltLine
- BeltLine is ill conceived. Rather than the loop we need improved public transportation down major areas
- Economic viability – would like it to be successful and not become dilapidated
- Concerned with crime in public transportation
- Safety, effect upon traffic, environmental benefit
- Convenience – no use working hard for it if nobody uses it. Focus on working individuals, convenient access
- Needs to be frequent enough to be convenient
- When will the progress be made?
- Public rail 1st, walking trails 2nd
- Quiet, close, safe
- Focus on rail – bus system is inferior
- Wants police presence on trains and at stations
- Construction disruption, frequency of trains
- Will pollution go up or down?
- How will it affect taxes?
- Can bring business to various locations –my concern is that the Cobb County attitude against pedestrians and “undesirables” might be part of the opposition to this
- Minority contracts and jobs in the future
- Positive land development, parks, greenspace
- Cobb County to Atlanta by rail – parking and ease
- Please preserve woodpeckers in NW Atlanta
- Traffic

3. What type of transit would you like; local service with many closely spaced stations that travels at slower speeds, or regional service that is faster and travels longer distances?

- Both
- Connect Athens, Macon, Savannah with service to Atlanta
- Local service is priority
- Regional faster and longer distances
- Regional with ability to avoid rush hour traffic
- Closely spaced – like in Europe
- Light rail – streetcar is too slow

4. Comment on the following:

Features of transit and trails such as transit vehicle type, size, exclusive and in-street operations:

- Must accommodate the average rider
- Should be spacious enough to carry many passengers, but not as big as a bust, to conserve energy.
- Maybe a hop on/off trolley at some points
- Streetcars would be good, but for how much \$; connect with other modes of transit would help integrate the system
- Light rail – very user friendly like Charlotte
- More signage
- 15 – 35 pay buses
- Would like to see modes and efficient cars that are clean and environmentally friendly
- Seating that folds up and down to accommodate small and large groups; multiple access points and frequent trains

Features of transit and trails such as transit passenger boarding:

- Level boarding – no step-ups

Features of transit and trails such as pedestrian and automobile crossings:

- Multiple entry/exits that accepts only breeze cards, no cash
- None, it will be safer
- Raise the rail
- Pedestrian okay – fewer auto crossings
- Clear markings and signage

Features of transit and trails such as transit and trail access points:

- Plentiful and in sync with bus stops
- Maximize

Features of transit and trails such as pedestrian bridges and street crossings or ramps:

- Raise the rail, you don't need these
- Pedestrian bridges aren't necessary with light rail if crossings are clearly marked and designed for safety

Features of transit and trails interface and alignments:

- Accessible as possible, more smaller vehicles
- Underground building is better
- Small, elite, sleek, clean, classic, scenic, easy access points
- Block traffic in certain pedestrian zones, shopping districts, parks, bike paths to city attractions
- Trail alignment should not impede ability for light rail to access corridor
- The more, the better
- How many stations?

5. Provide any general comments you have on this project.

- It is hard to commit huge amounts of money for any endeavor, especially one that will take many years to complete and at a time when the economy is not sound. However, the city has to look ahead. Atlanta is still a rapidly growing city that has to be able to move its people around a vast area. It also has to move visitors more easily around to places they want to go. The BeltLine offers this, and should do so safely, economically and aesthetically
- This system will not get people out of their cars for daily commuting
- Great idea
- It will never happen
- Areas of travel and scheduling should be publicized
- Should be economical, but not at the expense of comfort or safety; away to get around traffic (bus line)
- Cleanliness is the key
- Don't let politicians kill this – we need it
- Needs to move quickly for all people, not just the neighborhoods
- It is needed
- Focus on rail – better for a growing city than busses and it is easier to build sooner than later
- It is needed – pollution is getting out of control and number of accidents is increasing
- Security presence is a concern
- Cost must be monitored
- Wish it were in place now!
- Should have been done a long time ago
- Very excited – should provide traffic relief, greenspace, and clean up certain neighborhoods
- One light rail in Paris – train moves through grass – very nice for here!
- Awesome and great for local and visitors – I live in Mableton I would use it if it were there
- What is the timeframe on completion; are taxpayers paying for this?
- There has got to be broader east-west connection.
- Atlanta is the king and does not pay attention to areas surrounding it.
- People should walk and use public transit to form a more cohesive community
- Atlanta is not a pedestrian friendly city. Utilizing more public transportation, like the beltline, will make these destinations easier to access without having more traffic congestion. This will also help air quality to get some cars off the road.
- Mopeds, bikes, walking
- Not spend money on the trails for only a few people – they attract crime

6. Regarding use of transit and travel patterns: () indicates number of responses

What is your main form of transportation on weekdays to and from work?

- Walk (4)
- Bicycle
- Public Transit (5)
- Drive (23)
- Combination walk, bike or transit (2)
- Combination drive and transit (4)
- Not applicable

How do you generally travel within the City?

- Walk (9)
- Bicycle
- Public Transit (4)
- Drive (19)
- Combination of the above (6)

Please indicate how many one-way transit trips (bus and rail) you take over the course of a week.

- None (15)
- 1-5 trips (7)
- 6-10 trips (6)
- More than 10 trips (4)
- 18 – 22 (this was added – 1)

Meeting Group: West End Library
Meeting Location: 525 Peoples Street, SW, Atlanta, GA 30310
Meeting Date/Time: May 28, 2009 – 10:00 am – 11:45 am
Attendance: 12

1. Where would you like to go on transit or trails; what destinations would you like the BeltLine to connect?

- North Ave., Peachtree St., Five Points, West End, Buckhead, east side of Atlanta, Midtown, Clayton
- and downtown
- Cobb, Marietta, Smyrna, Cumberland, Northlake, Town Center
- Greater connection on the Southside
- Hospital
- Connect parks
- Access to bike trails
- Connect to areas that are accessible to MARTA
- Rural areas
- Places where MARTA buses do not go
- I would like to be able to ride trains in more than two directions – it is not beneficial to ride the system in this current state because of time

2. In terms of the relationship to your community, do you have any particular interests or concerns regarding the BeltLine project?

- Traffic in neighborhoods with small roads
- Safety concerns
- Convenient, user friendly and economical for all to use and enjoy
- Good sidewalks
- Hope it connects people with the community and gets them around faster
- Will it interfere with trees and natural habitat

3. What type of transit would you like; local service with many closely spaced stations that travels at slower speeds, or regional service that is faster and travels longer distances?

- Add trailways for NE, NW, SE, SW, not just NS & EW
- Regional
- Local with many stations
- Combination of local and regional service
- Longer distances

4. Comment on the following:

Features of transit and trails such as transit passenger boarding:

- No comments

Features of transit and trails such as pedestrian and automobile crossings:

- Should be like a trolley, very economical and operate by electricity

- Mix of transit, pedestrian, auto interface

Features of transit and trails such as transit and trail access points:

- No comments

Features of transit and trails such as pedestrian bridges and street crossings or ramps:

- No comments

Features of transit and trails such as bicycle lanes, paths and crossings:

- Beautification of trails using various historic themes

Provide any general comments you have on this project (use additional sheets, if needed).

- It is good for the community
- Beltline is a great idea – just want to see it come to fruition

5. Regarding use of transit and travel patterns:

What is your main form of transportation on weekdays to and from work?

- Walk (1)
- Bicycle
- Public Transit (4)
- Drive (6)
- Combination walk, bike or transit
- Combination drive and transit (1)
- Not applicable (2)

How do you generally travel within the City?

- Walk (2)
- Bicycle (1)
- Public Transit (6)
- Drive (7)
- Combination of the above (2)

Please indicate how many one-way transit trips (bus and rail) you take over the course of a week.

- None (6)
- 1-5 trips (5)
- 6-10 trips (2)
- More than 10 trips (2)

Meeting Group: Dogwood Branch Library

Meeting Location: 1838 Donald Lee Hollowell Parkway, NW, Atlanta, GA 30318

Meeting Date & Time: May 28, 2009 – 12:00 pm – 1:30 pm

Attendance: 18

In this personal, informal context, staff engaged individuals in informal discussions about the Beltline project. A series of display boards that described why we were there, the type of service good for the Beltline, the project environmental study goals, the overall Beltline concept and project study area map were displayed for public perusal. Verbal comments, written comments, suggestions and issues of concern expressed by participants during this forum were documented by staff and are shown below.

1. Where would you like to go on transit or trails; what destinations would you like the BeltLine to connect?

- All over – especially where MARTA does not go
- Cobb, Clayton, Gwinnett, Henry
- All transit must be available to get to downtown Atlanta
- Midtown to SW Atlanta
- To malls and movie theatre
- All over
- Douglasville
- Neighborhood parks, malls, recreation centers
- Gwinnett, Cobb, Clayton, DeKalb, Douglass – all metro counties
- Downtown at Five Points

2. In terms of the relationship to your community, do you have any particular interests or concerns regarding the BeltLine project?

- Better service to the community
- That it would lead to continuous growth without gentrification or serious impact in community
- It is a good thing to do: reduces traffic, air pollution. Both for the rich and the poor
- I hope it is fair to all surrounding communities within 50 mile radius
- Only that development be consistent and equal in all areas of the city traversed by the BeltLine

3. What type of transit would you like; local service with many closely spaced stations that travels at slower speeds, or regional service that is faster and travels longer distances?

- Both, if possible, but if not – local
- Both local and regional
- Similar to NY or Chicago, where you can get on the rail, light or heavy, just about anywhere
- Maybe streetcars
- Regional
- Local distance – more convenient to reach; walking distance must be imperative to benefit the most patrons

- Slower speed

4. Comment on the following:

Features of transit and trails such as transit vehicle type, size, exclusive and in-street operations:

- All of these have been in existence in Europe and up north. They can study what they are doing and improve on it
- Dedicated lanes for the buses reach into other counties and vicinity; light rail, street cars

Features of transit and trails such as transit passenger boarding:

- No comment

Features of transit and trails such as pedestrian and automobile crossings:

- No comment

Features of transit and trails such as transit and trail access points:

- Should be more locations

Features of transit and trails such as pedestrian bridges and street crossings or ramps:

- No comment

Features of transit and trails such as bicycle lanes, paths and crossings:

- No comment

5. Provide any general comments you have on this project.

- Keep up the good work
- Cannot understand why people are opposing it. This will help a lot of people, create jobs
- The city and most people in general expect a very well-planned and coordinated effort
- When zip code 30318 is reported to have the highest amount of individuals in the state prison system, how is the BeltLine going to help this situation?
- In a place over run with drugs and building a large city park – this could end up as a street pharmaceuticals location
- Real estate agents are trying to get long time homeowners to sell now – how can the homeowners be protected?
- Satisfied with the current system
- Drivers could be better

6. Regarding use of transit and travel patterns: () indicates number of responses

What is your main form of transportation on weekdays to and from work?

- Walk
- Bicycle
- Public Transit (2)
- Drive (4)
- Combination walk, bike or transit

- Combination drive and transit (1)
- Not applicable (1)

How do you generally travel within the City?

- Walk (2)
- Bicycle
- Public Transit (1)
- Drive (3)
- Combination of the above (2)

Please indicate how many one-way transit trips (bus and rail) you take over the course of a week.

- None (2)
- 1-5 trips (3)
- 6-10 trips
- More than 10 trips (2)

Meeting Group: Atlanta/Fulton Central Library

Meeting Location: One Margaret Mitchell Square, Atlanta, GA 30303

Meeting Date: May 29, 2009 – 12:00 pm - 3:00 pm

Attendance: 75

In this personal, informal context, staff engaged individuals in informal discussions about the Beltline project. A series of display boards that described why we were there, the type of service good for the Beltline, the project environmental study goals, the overall Beltline concept and project study area map were displayed for public perusal. Verbal comments, written comments, suggestions and issues of concern expressed by participants during this forum were documented by staff and are shown below.

1. Where would you like to go on transit or trails; what destinations would you like the BeltLine to connect?

- Connect to downtown and to major points such as Grady Hospital
- Connect to Decatur on the outskirts where MARTA does not go
- Connect to east Atlanta over to Emory, East Point and College Park
- Access further into Cobb County, Marietta and Clayton
- Connection to the westside of Atlanta, Airport and Doraville, and Alpharetta

2. In terms of the relationship to your community, do you have any particular interests or concerns regarding the BeltLine project?

- Affordable service
- Reliable service
- Wants slower transit within the community and faster service outside
- Would like to use breeze card when transferring from one system to another (ex. Cobb County Transit)

3. What type of transit would you like; local service with many closely spaced stations that travels at slower speeds, or regional service that is faster and travels longer distances?

- More stations to avoid taking the bus
- Faster service to destinations
- Service within walking distance of community
- Regional service
- All night service
- Express trains and slower trains for downtown and suburban areas

4. Comment on the following:

Features of transit and trails such as transit vehicle type, size, exclusive and in-street operations:

- Service to operate in-street

Features of transit and trails such as transit passenger boarding:

- No comments

Features of transit and trails such as pedestrian and automobile crossings:

- No comments

Features of transit and trails such as transit and trail access points:

- No comments

Features of transit and trails such as pedestrian bridges and street crossings or ramps:

- More elevators and escalators for people with disabilities
- Separation between transit and trails

Features of transit and trails such as bicycle lanes, paths and crossings:

- Separate bicycle and pedestrian traffic

5. Provide any general comments you have on this project.

- Provide posted schedule
- Wants to see this project accomplished and put into action

6. Regarding use of transit and travel patterns: () indicates number of responses

What is your main form of transportation on weekdays to and from work?

- Walk (1)
- Bicycle
- Public Transit (2)
- Drive (1)
- Combination walk, bike or transit
- Combination drive and transit
- Not applicable

How do you generally travel within the City?

- Walk (2)
- Bicycle
- Public Transit (1)
- Drive
- Combination of the above (1)

Please indicate how many one-way transit trips (bus and rail) you take over the course of a week.

- None
- 1-5 trips (1)
- 6-10 trips (1)
- More than 10 trips (2)

Meeting Group: Just Us Neighborhood Association
Meeting Location: 1125 Fountain Drive SW, Atlanta, GA 30310
Meeting Date & Time: June 3, 2009 – 6:00 pm – 7:45 pm
Attendance: 12

During this formal community meeting, meeting staff gave a brief presentation on the Beltline project. Attendees were then given the opportunity to ask questions and give input on the project. Prior to and after the formal community meeting attendees were given the opportunity to view and discuss a series of display boards that described why we were there, the type of service good for the Beltline, the project environmental study goals, the overall Beltline concept and the project study area map. Verbal comments, written comments, suggestions and issues of concern expressed by participants during this forum were documented by staff and are shown below.

1. Where would you like to go on transit or trails; what destinations would you like the BeltLine to connect?

- Connection to job centers and economic opportunities
- No stops in residential neighborhood spaces - no noise, no exhaust, etc. in residential neighborhoods
- Connect to other regional transit systems and corridors
- Relatively new to Atlanta; proposed maps seems to connect to points I would want to go
- Atlantic Station
- Little Five Points
- Downtown Five Points
- Lenox Square
- West End
- Atlanta University Center
- Buckhead
- Philips Arena
- Turner Field
- Destination where we can utilize all services available

2. In terms of the relationship to your community, do you have any particular interests or concerns regarding the BeltLine project?

- ADA friendly
- Lots of elderly in neighborhood, needs to be accessible
- Affordable housing and businesses in all beltline communities
- Who will get Beltline construction jobs
- Crime is very bad now with the MARTA System; will MARTA cops be used or will Beltline have own police force
- Noise pollution; when will service stop each night
- Will there be parking @ each station; if yes, where; if no, I am concerned about available street parking
- Ability to buy into transit service with Breeze Card
- Too much information to analyze
- Safety & crime

- Well lighted areas
- Retail as it relates to our community

3. What type of transit would you like; local service with many closely spaced stations that travels at slower speeds, or regional service that is faster and travels longer distances?

- Local services with the ability to connect to a more regional service
- Hybrid - local service during non-rush hour times and regional (express) service during rush hour periods
- Inside community speeds should be slower; regional and service on main streets should travel at faster speeds
- A combination of both local and regional service would be best
- Local with express/regional trips hourly and at heavy traffic times: 7-9 AM & 4-6 PM
- Local service definitely

4. Comment on the following:

Features of transit and trails such as transit vehicle type, size, exclusive and in-street operations:

- Would not want street cars at all; traffic is bad enough and drivers are impatient and too crazy
- Make trains comfortable; padded seats

Features of transit and trails such as transit passenger boarding:

- No comments

Features of transit and trails such as pedestrian and automobile crossings:

- No comments

Features of transit and trails such as transit and trail access points:

- No comments

Features of transit and trails such as pedestrian bridges and street crossings or ramps:

- This concept is necessary

Features of transit and trails such as transit trails interface and alignments:

- No comments

5. Provide any general comments you have on this project.

- Project needed for future development of City of Atlanta
- Will there be private security; example – MARTA Police
- What are we choosing from; What is the menu
- The North and the South get treated equally on all aspects
- Will it follow it follow existing MARTA lines
- Stations and trails should be safe
- This concept is necessary

6. Regarding use of transit and travel patterns: () indicates number of responses

What is your main form of transportation on weekdays to and from work?

- Walk
- Bicycle
- Public Transit
- Drive (4)
- Combination walk, bike or transit (1)
- Combination drive and transit
- Not applicable

How do you generally travel within the City?

- Walk
- Bicycle
- Public Transit
- Drive (4)
- Combination of the above (1 – walk, public transit and drive)

Please indicate how many one-way transit trips (bus and rail) you take over the course of a week.

- None (3)
- 1-5 trips
- 6-10 trips (1)
- More than 10 trips (1)

Meeting Group: Mall West End
Meeting Location: 850 Oak St., Atlanta, GA 30310
Meeting Date & Time: June 4, 2009 – 1:30 pm – 3:45 pm
Attendance: 40

In this personal, informal context, staff engaged individuals in informal discussions about the Beltline project. A series of display boards that described why we were there, the type of service good for the Beltline, the project environmental study goals, the overall Beltline concept and project study area map were displayed for public perusal. Verbal comments, written comments, suggestions and issues of concern expressed by participants during this forum were documented by staff and are shown below.

1. Where would you like to go on transit or trails; what destinations would you like the BeltLine to connect?

- Highlighted areas on the map are a great idea – no room for suggestions because they are all there
- Atlantic Station, further out to different shopping areas, Stonecrest
- All major tourist attractions; have Lithonia, Stone Mountain, and entire Atlanta area connect like New York or Chicago
- Sandy Springs, Doraville, Athens
- Outside of Atlanta which we currently don't have access to
- Lithonia, Conyers – consider Metropolitan Atlanta
- Areas where the MARTA train doesn't go
- Covington (east) and Savannah (south)
- Areas in Atlanta and suburbs where is inaccessible, especially connections with main spots like airport, UGA, KSU, GSU, etc.
- Outside the city – Douglasville
- Lawrenceville, Airport
- Fayetteville and Clayton County; rails to Cobb
- Out of state
- Macon, Henry County
- Philadelphia
- Downtown
- Anywhere and everywhere in the 22-mile radius
- Rockdale, Gwinnett

2. In terms of the relationship to your community, do you have any particular interests or concerns regarding the BeltLine project?

- Get people to work and back – don't shut down MARTA
- I am thrilled to see that the customers' pay is being put to use instead of the frivolous televisions on trains and buses
- No concerns – if it creates more jobs I'm for it
- Comfortable seats with enough room
- Some concerns in environmental and landscapes – hope they will be negligible in comparison to public benefit
- Will it run 24 or 18 hours?

- Improve our parks, less electric explosion
- Better service and customer service
- Cleanliness, street cars, safety
- More bike trails and green space

3. What type of transit would you like; local service with many closely spaced stations that travels at slower speeds, or regional service that is faster and travels longer distances?

- Both local and regional
- Spaced out – travel faster
- Reach longer distances – stations are not as scattered as they should be
- Closer stations
- Faster and safer
- Regional with faster speeds – MARTA already exists for shorter trips
- Faster, efficient, safe – maybe more stations would encourage more travel due to visibility – MARTA isn't very visible
- Local service with many closely spaced stations

4. Comment on the following:

Features of transit and trails such as transit vehicle type, size, exclusive and in-street operations:

- Same size as MARTA
- Comfortable seating
- Convenience and comfort
- Larger buses

Features of transit and trails such as transit passenger boarding:

- Same as MARTA

Features of transit and trails such as pedestrian and automobile crossings:

- Stoplights
- Handicapped access
- Safe and accessible

Features of transit and trails such as transit and trail access points:

- Close & convenient
- Downtown, Underground – with lights to help visually impaired

Features of transit and trails such as pedestrian bridges and street crossings or ramps:

- No comments

Features of transit and trails such as bicycle lanes, paths and crossings:

- No comments

5. Provide any general comments you have on this project.

- It shouldn't have taken our progressive city this long to start such a project
- Regional transportation is needed in Henry County, Motor Speedway, Spalding County
- Safe and clean

- These trains need to be roomy and able to travel places MARTA doesn't – Atlanta is becoming bigger, so more transportation
- If it help people get around and make it easy
- Just expecting to enjoy it sooner
- So far it has enhanced the West End area in beauty -- I'm still waiting on a transit system and it should not destroy historic sites
- Hope construction will not be mess and will be positive addition to Atlanta area
- Good questionnaire
- How accessible will it be for individuals living in the metro area but not included, currently on the bus or rail line?
- How will this make Atlanta better environmentally?

6. Regarding use of transit and travel patterns: () indicates number of responses

What is your main form of transportation on weekdays to and from work?

- Walk (2)
- Bicycle 1)
- Public Transit (10)
- Drive (6)
- Combination walk, bike or transit (1)
- Combination drive and transit (1)
- Not applicable – disability – can't work (1)

How do you generally travel within the City?

- Walk (1)
- Bicycle (1)
- Public Transit (7)
- Drive (8)
- Combination of the above (2)

Please indicate how many one-way transit trips (bus and rail) you take over the course of a week.

- None (8)
- 1-5 trips
- 6-10 trips (2)
- More than 10 trips (5)

Meeting Group: Wheat Street Baptist Church
Meeting Location: 409 Wm Holmes Borders Drive, NE, Atlanta, GA 30312
Meeting Date & Time: June 7, 2009 – 1:30 pm – 2:30 pm
Attendance: 27

In this personal, informal context, staff engaged individuals in informal discussions about the Beltline project. Verbal comments, written comments, suggestions and issues of concern expressed by participants during this forum were documented by staff and are shown below.

1. Where would you like to go on transit or trails; what destinations would you like the BeltLine to connect?

- Inman Park
- Executive Park (where I work), shopping centers, church at Wheat Street
- Downtown
- Alpharetta, Gwinnett area
- Macon, Athens, Madison
- MARTA to Midtown, Atlantic Station

2. In terms of the relationship to your community, do you have any particular interests or concerns regarding the BeltLine project?

- Work in the area and transportation there needs improvement
- As long as it is accessible to metro Atlanta
- Coffee shops, small merchants

3. What type of transit would you like; local service with many closely spaced stations that travels at slower speeds, or regional service that is faster and travels longer distances?

- First choice is regional and second choice is fast local service
- Local is first choice, but both are needed
- Both
- Regional that is faster and travels longer distances
- Local with closely spaced stations

4. Comment on the following:

Features of transit and trails such as transit vehicle type, size, exclusive and in-street operations:

- All should be clean, very user friendly, no solicitors hanging around

Features of transit and trails such as transit passenger boarding:

- No comments

Features of transit and trails such as pedestrian and automobile crossings:

- No comments

Features of transit and trails such as transit and trail access points:

- No comments

Features of transit and trails such as pedestrian bridges and street crossings or ramps:

- No comments

Features of transit and trails such as bicycle lanes, paths and crossings:

- No comment

5. Provide any general comments you have on this project.

- I am glad it is coming
- Will it help fight crime?

6. Regarding use of transit and travel patterns: () indicates number of responses

What is your main form of transportation on weekdays to and from work?

- Walk
- Bicycle
- Public Transit
- Drive (1)
- Combination walk, bike or transit (1)
- Combination drive and transit
- Not applicable

How do you generally travel within the City?

- Walk
- Bicycle
- Public Transit (1)
- Drive (1)
- Combination of the above (1- public transit and drive)

Please indicate how many one-way transit trips (bus and rail) you take over the course of a week.

- None (1)
- 1-5 trips (1)
- 6-10 trips
- More than 10 trips

Meeting Group: Concerned Black Clergy
Meeting Location: 838 Cascade Rd, SW, Atlanta 30311
Meeting Date & Time: June 8, 2009 – 9:30 AM to 12:00 PM
Attendance: 140

During this formal community meeting, staff gave a brief presentation on the Beltline project. Attendees were then given the opportunity to ask questions and give input on the project. Prior to and after the formal community meeting attendees were given the opportunity to view and discuss a series of display boards that described why we were there, the type of service good for the Beltline, the project environmental study goals, the overall Beltline concept and the project study area map. Verbal comments, written comments, suggestions and issues of concern expressed by participants during this forum were documented by staff and are shown below.

- 1. Where would you like to go on transit or trails; what destinations would you like the BeltLine to connect?**
 - Green spaces and parks within city and rail system
- 2. In terms of the relationship to your community, do you have any particular interests or concerns regarding the BeltLine project?**
 - Will project positively impact specific communities from an economic and employment perspective
 - Aware of millions of dollars spent so far, and none of it has gone to local businesses in our community
 - Will transit and trails be designed to be compatible with parks
 - How is project funded
 - What about the \$40 million dollars for affordable housing
- 3. What type of transit would you like; local service with many closely spaced stations that travels at slower speeds, or regional service that is faster and travels longer distances?**
 - No comment
- 4. Comment on the following:**

Features of transit and trails such as transit vehicle type, size, exclusive and in-street operations:

 - No comment

Features of transit and trails such as transit passenger boarding:

 - No comment

Features of transit and trails such as pedestrian and automobile crossings:

 - No comment

Features of transit and trails such as transit and trail access points:

 - No comments

Features of transit and trails such as pedestrian bridges and street crossings or ramps:

- No comments

Features of transit and trails such as transit trails interface and alignments:

- No comments

5. Provide any general comments you have on this project.

- No comments

6. Regarding use of transit and travel patterns: () indicates number of responses

What is your main form of transportation on weekdays to and from work?

- Walk
- Bicycle
- Public Transit
- Drive
- Combination walk, bike or transit
- Combination drive and transit
- Not applicable

How do you generally travel within the City?

- Walk
- Bicycle
- Public Transit
- Drive
- Combination of the above

Please indicate how many one-way transit trips (bus and rail) you take over the course of a week.

- None
- 1-5 trips
- 6-10 trips
- More than 10 trips

Meeting Group: NPU-X

Meeting Location: Stewart-Lakewood Library 2893 Lakewood Ave., SW, Atlanta 30315

Meeting Date & Time: June 8, 2009 – 7:00 pm to 9:00 pm

Attendance: 75

During this formal community meeting, staff gave a brief presentation on the Beltline project. Attendees were then given the opportunity to ask questions and give input on the project. Prior to and after the formal community meeting attendees were given the opportunity to view and discuss a series of display boards that described why we were there, the type of service good for the Beltline, the project environmental study goals, the overall Beltline concept and the project study area map. Verbal comments, written comments, suggestions and issues of concern expressed by participants during this forum were documented by staff and are shown below.

1. Where would you like to go on transit or trails; what destinations would you like the BeltLine to connect?

- Work
- Local grocery store
- Other parks and event destinations
- East Point; more shopping areas such as Gwinnett County, North Cobb County; help individuals living in Atlanta without transportation to attain employment further out

2. In terms of the relationship to your community, do you have any particular interests or concerns regarding the BeltLine project?

- Easy access for surrounding communities
- Parks
- Green space
- Safety and security for users
- Have property on Dill Ave. and would like to see commercial district on Dill Ave from Sylvan Ave to Hartford Ave developed

3. What type of transit would you like; local service with many closely spaced stations that travels at slower speeds, or regional service that is faster and travels longer distances?

- Both, but local would be good partner for MARTA
- Local service with many closely spaced stations that travels at slower speeds
- Faster, longer distances

4. Comment on the following:

Features of transit and trails such as transit vehicle type, size, exclusive and in-street operations:

- Light rail

Features of transit and trails such as transit passenger boarding:

- Pedestrian friendly signage
- Safety issues needs to be addressed

Features of transit and trails such as pedestrian and automobile crossings:

- Study where these are necessary

Features of transit and trails such as transit and trail access points:

- Keep trails as accessible (safety issue)

Features of transit and trails such as pedestrian bridges and street crossings or ramps:

- Make trails as seamless as possible

Features of transit and trails such as transit trails interface and alignments:

- Have access easy to more dense neighborhoods

5. Provide any general comments you have on this project.

- Good project
- Supports project
- Important for urban renewal

6. Regarding use of transit and travel patterns: () indicates number of responses

What is your main form of transportation on weekdays to and from work?

- Walk
- Bicycle
- Public Transit (1)
- Drive (1)
- Combination walk, bike or transit
- Combination drive and transit (1)
- Not applicable
- No comment (1)

How do you generally travel within the City?

- Walk
- Bicycle
- Public Transit (1)
- Drive (1)
- Combination of the above (1)
- No comment (1)

Please indicate how many one-way transit trips (bus and rail) you take over the course of a week.

- None (2)
- 1-5 trips (1)
- 6-10 trips
- More than 10 trips
- No comment (1)

Meeting Group: The Villages at Carver Family YMCA
Meeting Location: 1600 Pryor Rd, SW, Atlanta 30315
Meeting Date & Time: June 9, 2009 – 3:45 pm – 6:30 pm
Attendance: 45

In this personal, informal context, staff engaged individuals in informal discussions about the Beltline project. A series of display boards that described why we were there, the type of service good for the Beltline, the project environmental study goals, the overall Beltline concept and project study area map were displayed for public perusal. Verbal comments, written comments, suggestions and issues of concern expressed by participants during this forum were documented by staff and are shown below.

1. Where would you like to go on transit or trails; what destinations would you like the BeltLine to connect?

- Employment centers
- Restaurants and retail shopping centers
- Recreation centers such as parks, concerts, sporting events, family activity centers and nightlife
- Church, school, gym
- Georgia State University
- Grady Hospital
- Phillips Arena
- Neighborhoods
- Little Five Points, Centennial Park
- Unincorporated Fulton Co./Fairburn
- Airport/Camp Creek and Buckhead/Lenox
- Midtown, Virginia Highland, Buckhead, East Atlanta
- Downtown to Cobb County rail service
- Intown/Midtown/Downtown/Buckhead
- Five Points Station, West End
- Atlantic Station

2. In terms of the relationship to your community, do you have any particular interests or concerns regarding the BeltLine project?

- Transit stops and green space are a concern
- East Atlanta communities should have more stops because it is getting redeveloped fast and a lot of users create that need
- Parking
- Must be convenient
- Air quality

3. What type of transit would you like; local service with many closely spaced stations that travels at slower speeds, or regional service that is faster and travels longer distances?

- Local service with closely spaced stations, slower speeds
- Regional service with fewer stops
- Slower service such as trolleys

- Light rail/streetcars for the BeltLine itself, with heavier trains serving the region

4. Comment on the following:

Features of transit and trails such as transit vehicle type, size, exclusive and in-street operations:

- Dedicated lanes for streetcars

Features of transit and trails such as transit passenger boarding:

- Raised platforms for light rail boarding

Features of transit and trails such as pedestrian and automobile crossings:

- Limited car crossing

Features of transit and trails such as transit and trail access points:

- No comments

Features of transit and trails such as pedestrian bridges and street crossings or ramps:

- No comments

Features of transit and trails such as bicycle lanes, paths and crossings:

- No comments

5. Provide any general comments you have on this project

- Date of completion and cost to city of Atlanta taxpayers
- Make it happen quick
- Don't lose what makes Atlanta great – trees
- Concern about streetcars taking up space
- Finally Atlanta is catching up with other developed U.S. cities
- MARTA should go anywhere in any county
- Cheaper fares
- Project sounds really good
- How long does it take to get where you have to go
- I live in Park Place South community. We have been promised so much but we have seen little to none of the promises come to life. Make sure that this project benefits the communities affected.
- Can't wait to ride the BeltLine
- Great project
- Would like to travel via train without bus transfers
- Would benefit Atlanta greatly
- People would use MARTA much more with more stops
- Who is going to pay for all of this
- What if we don't get all the funding we need
- Relocation of older community members due to expansion
- It will help make public transportation more efficient while decreasing the volume of traffic and hopefully bring in more revenue
- Keep communities informed about specific proposals

6. Regarding use of transit and travel patterns: *() indicates number of responses*

What is your main form of transportation on weekdays to and from work?

- Walk (4)
- Bicycle (1)
- Public Transit (4)
- Drive (18)
- Combination walk, bike or transit (6)
- Combination drive and transit (2)
- Not applicable

How do you generally travel within the City?

- Walk (6)
- Bicycle (1)
- Public Transit (8)
- Drive (20)
- Combination of the above (1 – public transit and drive) (5)

Please indicate how many one-way transit trips (bus and rail) you take over the course of a week.

- None (15)
- 1-5 trips (10)
- 6-10 trips (4)
- More than 10 trips (1) (I actually drive to a central location, then shuttle to my final destination)