What We Will Discuss Today

- Outreach and Agency Coordination
- Scoping Results
- Existing Conditions
- Historical and Archeological Analysis
- Conceptual Engineering
- Evaluation Criteria
- Next Steps
Outreach and Agency Coordination Plan
Outreach and Agency Coordination

Goals of the Plan

- Reach people with quality information
- Listen to what people have to say
- Provide feedback based on their input
Outreach and Agency Coordination

- **Tools and Techniques**
  - BeltLine CEF
    - Study Group Meetings
    - Citywide Briefings
    - BeltLine email blast lists
  - TAC and SAC
  - Public hearings
  - Communications tools
    - Website
    - Project updates
  - Media - radio, television, newspapers
Outreach and Agency Coordination

- **Activities - May-September 2008**
  - TAC and SAC Kick-off Meetings
  - Project Announcements at 16 neighborhood groups before Scoping Meetings (Public Hearings)
  - Scoping Meetings
  - Distributed Environmental Study Comment Forms at 27 neighborhood groups after Scoping Meetings

- **Recap of Public Participation**
  - 341 individuals made comments
  - 974 total comments received
What We Asked – Scoping Meetings

- What do you think about the BeltLine project in general?
- If you have been involved in previous BeltLine studies, how would you describe your experience?
- Do you have any concerns relative to the environmental effects of building transit and trails in the BeltLine corridor?
- How do you think transit and trails should be funded?
Why are transit and trails needed in the BeltLine?

What are the goals for the BeltLine project? How might we use these goals to evaluate alternatives?

Do you have concerns about possible harm that the BeltLine could cause to the natural, built, and human environment?
What We Heard – Goals and Objectives

Public Goals

- “Get people out of cars”
- Improve mobility options for transit-dependent
- Coordinate mixed-income development strategies
- Highlight regional service relationships
- Accentuate and enhance (rather than merely minimize impacts to) community and environmental resources

Initial Study Goals

- Increase alternate transportation mode access and connectivity
- Support compatible land use initiatives
- Provide cost-effective and efficient transportation
- Provide bicycle and pedestrian friendly environment
- Connect communities through trails
- Minimize adverse environmental impacts while fostering positive
### What We Heard – Summary

#### Comments Received by Subject

<table>
<thead>
<tr>
<th>Subject</th>
<th>Percentage</th>
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<tbody>
<tr>
<td>Mobility/Accessibility</td>
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<tr>
<td>Environmental</td>
<td>18.9%</td>
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<td>Purpose &amp; Need</td>
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<tr>
<td>Alignment</td>
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</tr>
<tr>
<td>Cultural</td>
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</tr>
</tbody>
</table>

*Individual comments can fall under more than one subject*
Future Activities

Study Process and Schedule

Spring – Summer 2008: Initiate Environmental Review
- Tasks:
  - Existing Conditions
  - Goals and Objectives
  - Purpose and Need
  - NE Quadrant Feasibility
  - Develop Project Website and Hotline
  - Develop Public and Agency Involvement Plan

Summer – Fall 2008: ROW Determination NE Quadrant
- Tasks:
  - Define Environmental Impacts
  - Conceptual Design of Transit and Trail Alignments and Stations in NE Quadrant
  - Develop Evaluation Criteria
  - Refine NE Quadrant Alternative

Winter – Summer 2009: ROW Determination all Quadrants
- Tasks:
  - Complete Conceptual Design of Transit and Trail Alignments and Stations for all Quadrants
  - Identify Potential Impacts and Mitigation Measures
  - Refine all Transit and Trail Alternatives
  - Modify Conceptual Design to Support Environmental Findings
  - Refine Rail and Trail Capital and Operating Costs
  - Refine Rail Ridership Forecasts

Fall 2009 – Spring 2010: Complete Environmental Document
- Tasks:
  - Identify Station Locations
  - Determine Technology
  - Refine Capital and Operating Costs
  - Determine Preferred Transit and Trail Alternative

Public Involvement and Agency Coordination
- SAC Meeting
- TAC Meetings
- TADAC Briefings
- Public Scoping Meetings
- Newsletter
- Study Update
- Joint SAC/TAC Meeting
- SAC Meeting
- TAC Meeting
- TADAC Briefings
- Study Group Meetings
- Newsletter
- Study Update
- Presentations and Briefings
  - TAC
  - SAC
  - TADAC
  - Study Groups
  - Neighborhood Groups
  - Advocacy Groups
  - Faith-based & Business Groups
  - Public Hearing
  - Newsletters & Study Updates
  - Media
- Presentations and Briefings
  - TAC
  - SAC
  - TADAC
  - Study Groups
  - Neighborhood Groups
  - Advocacy Groups
  - Faith-based & Business Groups
  - Public Hearing
  - Newsletters & Study Updates
  - Media
Existing Conditions Report
Existing Conditions Report

- Socio-economic Characteristics
- Natural Environment
- Transit and Roadway Conditions
- Bicycle and Pedestrian Trail Conditions
- Related Plans
Population is 68,300

Employment is 51,100

Environmental Justice Populations:
- 21% Low Income
- 59% Minorities
- 20% Zero Car Households

Passes through 59 Neighborhoods

Connects 413 acres of parkland in 41 Parks
Northeast Study Group Area has the largest employment, about 46% of the total

*Includes BeltLine Subareas 5, 6 and part of 7
Northside Study Group Area has the second largest employment, about 36% of the total.

*Includes BeltLine Subareas 8 and part of 7
Natural Environmental Conditions

- 428 acres of floodplain mostly along Peachtree, Clear, and Tanyard Creeks
- 95 acres of wetlands
- Numerous water bodies including creeks, ponds, reservoirs and lakes
- 241 listed potential hazardous materials sites
Northeast Study Group Area has the largest number (78) of potential hazardous materials sites

*Includes BeltLine Subareas 5, 6 and part of 7
Northside Study Group Area has the second largest number (64) of potential hazardous materials sites

*Includes BeltLine Subareas 8 and part of 7
Transit and Roadway Conditions

- BeltLine Study Area is served by:
  - 55 MARTA bus routes
  - Five MARTA rail stations along three rail lines
  - One GRTA express bus route
  - Several local shuttle bus services
- About 14% of residents use transit for their daily work trip
- 60% of major roadways to operate at LOS E or worse by 2030
Bicycle and Pedestrian Trails

- 17 core and 32 secondary bicycle routes
- 7 bicycle routes with dedicated lanes
- Trails that are in or near parks with some on-street routes
- About 4% of residents typically bike or walk to work
Bicycle and Pedestrian Trails

Southwest Study Group Area includes the recently constructed West End Trail along White Street and other planned facilities

*Includes BeltLine Subareas 2 and parts of 1
Historical/Archeological Analysis
NE Quadrant - Cultural Resources

- Supporting Environmental Effects Report
- Historic and archaeological resources surveyed
- Preliminary findings and recommendations subject to State Historic Preservation Office (SHPO) review
- Questionnaires from August – September public outreach meetings assisted in identifying possible resources
NE Quadrant - Historic Resources

- 41 properties Listed, Eligible, or Recommended Eligible
- "Historic Railroad Resources of the Atlanta BeltLine Northeast Quadrant"
- Piedmont Park
- Oakland Cemetery
- Two (2) additional bridges
- 18 additional Properties or "Multiple Listings"
- 18 Historic Districts
NE Quadrant – Archaeological Resources

- Eight sites near project corridor
- Seven sites outside of the Area of Potential Effect (No Effect)
- One site (Battle of Atlanta) in/adjacent to project corridor
- Two (2) isolated finds
- Low research potential -- Recommended Ineligible for NRHP
Conceptual Engineering
Conceptual Engineering - Goals

- Provide design sufficient to identify potential environmental effects of project
- Develop conceptual “footprint” of project to facilitate right-of-way preservation
- Inform estimates of budget needed to complete and operate project
Multi-Use trail

Double-track transit alignment

LRT or Streetcar vehicles
  - 8-10 minute headways

Passenger stations: ¼ to ½ mile spacing

Storage and maintenance facility for vehicles
NE Quadrant Conceptual Design

- Northeast Quadrant definition
- Corridor follows existing railroad corridor
- New rail alignment and right-of-way required
NE Quadrant: Proposed Alignment
NE Quadrant: ABI Right-of-Way between Highland Avenue and Ralph McGill Boulevard
Typical Minimum Section for Transit and Trail*

*Minimum dimensions apply only in locations of flat cross-slope and straight alignment
Typical Minimum Section for Transit and Trail at Side Platform Station*

*Minimum dimensions apply only in locations of flat cross-slope and straight alignment
Typical Minimum Section for Transit and Trail at Center Platform Station*

*Minimum dimensions apply only in locations of flat cross-slope and straight alignment
Typical Minimum Section for Transit and Trail at Pocket Track*

*Minimum dimensions apply only in locations of flat cross-slope and straight alignment
Station Selection Methodology

- Land use and Study Group Area plans, including public input
- Key connection points with surface streets and pedestrian facilities
- Station spacing for passenger access and efficient transit operations (¼ mile to ½ mile)
- Existing topography, built environment, and available right-of-way
Example Connection Detail and Station Access Plan: Edgewood Avenue
Evaluation Criteria
Evaluation Criteria

- Based on revised goals and objectives
- Specific measures identified
- Project alternatives (mode & alignment) performance assessed
- Evaluation performance and public/agency comments considered in identifying the preferred alternative
Revised Project Goals

- **Goal 1**: Seamless Intermodal Connectivity
- **Goal 2**: Compatibility with Community Initiatives
- **Goal 3**: Cost-Effective and Efficient Investment
- **Goal 4**: Bicycle/Pedestrian-Friendly Environment
- **Goal 5**: Link Communities and Recreation
- **Goal 6**: Protect and Enhance the Environment
Key Criteria

- Mobility
- Accessibility and Connectivity
- Equity
- Cost Effectiveness and Efficiency
- Travel Time
Key Criteria

- Pedestrian and Bicycle Compatibility
- Support of Other Planning Initiatives
- Land Use and Economic Development
- Community Fit
- Environmental Quality
Questions and Comments
Next Steps
Next Steps

- Public Involvement and Agency Coordination Plan
- BeltLine Community Engagement Meetings
- Environmental Analysis in NE Corridor – March 2009
- Hold Public Hearing or Public Meetings on Environmental Effects Report in NE Quadrant – April/May 2009
- Technical Studies throughout BeltLine Corridor – Ongoing until spring 2010
Next Steps

- **TAC-SAC Meeting** – March 2009 – Review EER Report
- **SAC Meeting** – June 2009 – Comment on alternatives considered and revised purpose and need
- **Public Hearing on Tier 1 DEIS** – December 2009
- **TAC-SAC Meeting** – January 2010 – Review and comment on preferred alternative