



Appendix **A**

Summary of Public Outreach Activities

City of Atlanta Comprehensive Transportation Plan

Public Involvement Overview

The development of the **Connect Atlanta Plan** was informed and energized by extensive and varied public involvement activities. The activities were organized in a Public Involvement Plan (PIP) document presented to the City and to the Atlanta Regional Commission, the City's principal partner in the study, at the beginning of the project. The PIP was based on the principle that the technical analysis, the research, the evaluation and the decisions should be guided by needs and ideas emanating from the general public and stakeholders. The study team believes therefore that the **Connect Atlanta Plan**, the City's first comprehensive transportation plan, is a community-driven plan that will very likely receive widespread community support for implementation. The goals of the PIP were **Visibility and Openness, Accessibility, and Collaboration**. The execution of the PIP was a team effort involving City staff, consultant staff, and a **Public Opinion Survey**. This report is designed to capture what was done to involve the public, how it was done, and, where available, some of the results. The report will also include some comments on lessons learned that may be helpful to the City and to ARC in future studies.

Plan Components and Strategies

The Public Involvement Plan was multi-faceted, containing eight (8) distinct components and strategies: Technical Advisory Committee; Stakeholder Advisory Committee; Stakeholder Interviews; Speakers Bureau and Community Events; Public Meetings; Web-based and hard-copy formats of the Opinion Survey; Best Practices Cities Workshop; and City Council Work Sessions. In general, the status of the technical work determined the strategy or strategies that were emphasized at a given point in the study.

Technical Advisory Committee (TAC)

Representatives of public, quasi-public and not-for-profit private agencies that have a transportation or transportation-related interest make up the thirty-eight (38) members of the Technical Advisory Committee. A complete list of the members follows:

NAME	Affiliation
Alexander, Angela	GDOT
Bruno, Peter	Connex North America, Inc.
Conable, Nate	Atlanta BeltLine, Inc.
Crocker, John	Transit Planning Board
Dittmeier, Tony	Federal Transit Administration Office of Planning

NAME	Affiliation
Edwards, Andy	Federal Transit Administration
Flocks, Sally	PEDS
Greene, Shaun	GRTA
Grether, Paul	MARTA
Hammond, Regan	Atlanta Regional Commission
Haynes, David	Atlanta Regional Commission
Hudson, Cedric	Dekalb County
Hunter, Michael	Georgia Tech
Kedir, Nursef	City of Atlanta, Dept. of Public Works
Kepler, Harvey	GDOT
Keyes, Laura	Atlanta Regional Commission
Lall, Ronald	Atlanta Planning Advisory Board
Lamar, Shelley	City of Atlanta – Dept. of Aviation
Laurie, Angie	Central Atlanta Progress
Lavandier, Jessica	Bureau of Planning
Mayes, Shelby	Citizens for Progressive Transit c/o Biola Law
McBrayer, Ed	The PATH Foundation
McHugh, Brian	Buckhead Community Improvement District
McIntosh-Ross, Michele	Bureau of Planning
Meadows, Chuck	Metro Atlanta Chamber of Commerce
Miller, Michael	Norfolk Southern Modalgistics
Moss, Calvin	Atlanta Police Department
Parker, Angela	Fulton County Dept of Public Works
Powell, Shannon	Midtown Alliance

NAME	Affiliation
Reich, John	CSX Intermodal
Rhinehart, Ted	Dekalb County
Russell, Jerry	City of Atlanta
Serna, Rebecca	Atlanta Bicycle Campaign
Sherwood, Ron	City of Atlanta - Depart
Starling, Denise	Buckhead Area TMA
Vu, Patrick	State Road and Tollway Authority
Williams, Don	MARTA

The Committee met four times during the course of the study, including the joint kick-off meeting on November 29, 2007 with the Stakeholder Advisory Committee to receive background information on the study and to provide initial input into the development of study goals. Joint TAC/SAC attendance was 105 and the discussion was very productive. Subsequent meetings of the TAC were held on February 8, 2008 to continue the discussion of goals, to discuss vision, and to discuss the basis on which projects might be selected for evaluation; May 14, 2008 to discuss the results of the February 2008 Public Planning Workshops and some of the preliminary projects that were beginning to emerge; and August 8, 2008 to discuss a more complete list of projects and the evaluation measures. While the attendance at all of the TAC meetings except the kick-off meeting averaged just under half the membership, the discussion was always lively and the input invaluable. Additional information on TAC meetings is provided in the following sections.

The Stakeholder Advisory Committee (SAC)

The approach to filling membership of the SAC was an intentionally different approach from previous plans. Rather than identifying potential members and inviting them to serve, the City decided to invite interested persons to complete an application on-line and submit it for consideration and approval. Approximately 140 applications were received. In order to ensure broad-based representation, it was necessary to reach out to some specific individuals and organizations to encourage them to sign up. In the end, 155 individuals signed up to serve on the SAC. The complete SAC membership list follows:

NAME	Affiliation
Arora, Sushan	Citizen
Barry, Rogers	Piedmont Heights Civic Association

NAME	Affiliation
Bastian, Aaron	Clean Air Campaign
Becker, Lauren	Citizen
Benjamin, Saskia	Georgia Conservancy
Bertlesen, Chris	Citizen
Beynart, Kay	Citizen
Blass, Jill	Citizen
Bonacuse, Mike	Citizen
Boronni, Alessandro	Citizen
Brewer, Monique	Citizen
Brown, Derrick	Citizen
Brown, Naomi	Citizen
Brown, Brenda	Citizen
Caldwell, Michelle	Citizen
Campbell, Edward	Citizen
Carlsten, Jon	Citizen
Carrington, Janice	Citizen
Christman, Raymond	Citizen
Clayton, Randy	Governor's Office of Highway Safety
Clonts, Sam	Citizen
Coachman, Teresa	Citizen
Cochran, Jamie	Citizen
Colbow, Drew	Citizen
Conrad, Melissa	Georgia Stand-up
Cook, Myron	Citizen

NAME	Affiliation
Copello, Anna	NPU-N Chair
Coyle, Elizabeth	Citizen
Crawford, Douglas	Citizen
Cruce, Jada	Citizen
Curtis, Tivona	Citizen
DeDios, Cheryle	Hartsfield Area Transportation Management Assoc.
Delp, Jeff	Citizen
Donaldson, Naomi	Citizen
Dusenbury, George	Citizen
Dworet, Frazier	Citizen
Edwards, Amy	Citizen
Fairley, Steve	Citizen
Flocks, Sally	PEDS
Foster, Steve	GA Power
Franklin, Jane	GA Power
Friedman, Dan	Sierra Club
Garcia, Ramiro	Citizen
Gilgore, Ed	NPU-W Chair
Gordon, James	Citizen
Grant, Howard	Citizen
Gravel, Ryan	Citizen
Greene, Edith	Westside Council on Aging Organization
Greenwell, Douglas	Atlanta Regional Health Forum
Haefner, Ed	Citizen

NAME	Affiliation
Hall, Raymond	Citizen
Hammond, Jack	Citizen
Harper, Peggy	Citizen
Hayley, Pete	Atlanta University Center
Herring, Dorothy	GA Power
Hicks, Matthew	Citizen
Hillman, David	Citizen
Horn, Richard	Citizen
Hornbein, George	Citizen
Hosking, David	Citizen
Humphrey, Roger Spencer	Citizen
Ingle, Louie	Citizen
Jennings, Tom	Citizen
Johnson, Jay	Citizen
Johnson, Larry Felton	Citizen
Johnson, Yolanda	Citizen
Johnson, Emmett	Citizen
Jordan, Baron	Citizen
Kanellos, Susan	Citizen
Katz, Byron	Citizen
King, Cheryl	Citizen
King, Tyler	Citizen
Kirijan, Alexis	Citizen
Knapp, Weslee	Citizen

NAME	Affiliation
Knowlton, Elizabeth	Citizen
Krebs, Joe	Citizen
Kurtz, Glen	Citizen
Ladipo, Edith	Citizen
Lam, Jeffrey	Citizen
Laurel, Emery	Citizen
Lawlor, Shane	Citizen
Leerssen, Christopher	Citizen
Lemons, Catherine	Citizen
Liebl, John	Citizen
Mahan, Brendan	Citizen
Majeroni, John	Citizen
Manning, Janet	Citizen
Marcontell, David	Citizen
Marcus, Michelle	Citizen
Martin, Mary	Citizen
Maximuk, John	Citizen
Mays, Robert	Citizen
McKenzie, Anne	Citizen
McWilliams, Matthew	AARP
Metze, Marie	Citizen
Miles, Eileen	Citizen
Miller, Bill	Georgia World Congress Center
Moore, Fletcher	Citizen

NAME	Affiliation
Narula, Navneet	Citizen
Neumark, Gerry	Citizen
Olansky, Dianne	Citizen
Olshaske, David	Citizen
Owen, Jeff	Citizen
Payne, Barbara	Citizen
Perkins-Hooker, Patrise	Citizen
Peters, Demarcus	Citizen
Porter, Mary	Citizen
Porter Hall, Martha	Citizen
Ranney, Eric	Citizen
Richards, Cathy	Citizen
Riley, Thayra	CCTMA/Emory
Robinson, Chauncey	Citizen
Rollin, Antoine	Citizen
Rosenbaum, Josh	Citizen
Rudy, Harvey	Citizen
Schneider, Heidi	Citizen
Schneider, Jim	Citizen
Sears, Charles	Citizen
Shah, Anuj	Citizen
Shah, Pradeep	Citizen
Shelby, Renee	Citizen
Smith, Valerie	Citizen

NAME	Affiliation
Smith, Myles	Citizen
Smith, Lynn	Citizen
Snyder, Paul	Citizen
Sobol, Brent	Citizen
Sobush, Katie	Citizen
Thompson, Amanda	Citizen
Timberlake, John	Citizen
Todd-Crooks, Jennifer	Citizen
Tommie, Flora	Citizen
Touchette, Barbara	Citizen
Traylor, Janice	Citizen
Trimble, Grace	Citizen
Turner, Shunnea	Citizen
Usher, Bertha	Citizen
VanDyke, Cindy	GDOT
Vargo, Jason	Citizen
Vin, Todd	Citizen
Vivian, Matt	Citizen
Vu, Patrick	Citizen
Walker, Steve	Citizen
Walker , Ron	Citizen
Walmsley, Bob	Citizen
Wattenberg, Liz	Flexcar
Wilkatis, Stacia	Citizen

NAME	Affiliation
Williams, Steve	Citizen
Williams, Khaleelah	Citizen
Winter, Joe	Atlanta Coalition of Performing Arts
Wisdom, David	Citizen
Worrell, James	Citizen
Wylie, Nancy	Citizen
Young, Bradford	Citizen
Zatlin, Linda	Citizen
Zuyeva, Lyubov	Citizen

The SAC like the TAC met four times, including the November 29, 2007 joint meeting. Attendance at the joint meeting totaled 105. Attendance at subsequent SAC meetings on February 7, 2008; May 28, 2008 and August 14, 2008 averaged 34. The topics of discussion at the SAC meetings were generally the same as at the TAC meetings. However, the presentations and discussions were less technical and greater effort was put forth to ascertain needs and desires from the constituent's perspective. Additional information on SAC meetings can be found in the following sections.

Stakeholder Interviews

The list of potential stakeholder interviewees is included in the Public Involvement Plan. From this list, twenty-one (21) stakeholders were interviewed on a one-on-one basis. The names of those individuals follows:

Bankroff	Joe		Woodruff Arts Center
Battle	Michael	President	Interdenominational Theological Center (ITC)
Bertrand	Kathleen	SVP, Community Affairs	Atlanta Convention and Visitor's Bureau (ACVB)
Borders	Lisa	President of City Council	Atlanta City Council
Borrero	Luz	Deputy Chief Operating Officer	City of Atlanta
Fauver	Anne	Councilmember - District 6	Atlanta City Council
Grant, Jr.	John	CEO	100 Black Men of Atlanta
Hall	Kwanza	Councilmember - District 2	Atlanta City Council

Hayley	Pete	CEO	Atlanta University Center
King	Cheryl	Staff Director	Transit Planning Board (TPB)
Klein	Steve	Communications Coordinator	The King Center
Koblentz	Michael		Northwest Community Alliance
Lall	Ronald	President	Atlanta Planning Advisory Board (APAB)
Maddox	Jim	Councilmember - District 11	Atlanta City Council
Martin	C.T.	Councilmember - District 10	Atlanta City Council
Mitchell	Cesar	Councilmember - Post 1 at Large	Atlanta City Council
Muller	Clair	Councilmember - District 8	Atlanta City Council
Muwakkil	Saudia	Public Information Specialist	National Parks Service
Norwood	Mary	Councilmember - Post 2 at Large	Atlanta City Council
Vance	Laraine	Manager of Planning	Cobb County DOT
Winslow	Cleta	Councilmember - District 4	Atlanta City Council

Attempts to schedule interviews with others were unsuccessful for a variety of reasons, including statements by the potential interviewee that he/she already knew about the study and had provided input through another means. A summary report of the interviews can be found later in the section.

Speakers Bureau and Events

Members of the City staff and the consultant team participated in scheduled meetings of community groups and organizations as well as special events to provide information about the study and especially to promote attendance at scheduled public meetings. A list of meetings and events attended by the consultant team follows:

Date	Meeting	Number in Attendance
January 28, 2008	MARTA Public Hearing at Atlanta City Hall	30
February 1, 2008	Sustainable Atlanta Roundtable	125
February 5, 2008	South Metro Development Outlook Conference -	400
February 5, 2008	West End Neighborhood Development, Inc.(WEND)	45
February 7, 2008	Quarterly Beltline Meeting-Attendance	100
February 12, 2008	Retired Employees of MARTA	15
February 17, 2008	African Heritage Community Concert-Attendance	60
February 21, 2008	Public Involvement Advisory Group (PIAG)	15
March 7, 2008	Sustainable Atlanta Roundtable	100
March 14, 2008	Georgia Stand-UP Alliance-Attendance	40

March 19, 2008	Conference of Minority Transportation Officials	20
March 22, 2008	Green Town Hall Meeting	35
June 9, 2008	Chosewood Park Community Meeting	7
June 10, 2008	Betma Villa Neighborhood	18
June 16, 2008	Concerned Black Clergy Meeting	75
June 19, 2008	Public Involvement Advisory Group (PIAG)	15
August 24, 2008	Heritage Valley Community Association	21

Public Meetings

The public kick off of the Connect Atlanta Plan study took place November 29, 2007 in the Atrium of Atlanta City Hall Annex. Mayor Shirley Franklin gave the keynote speech. Also participating were Commissioner Steven Cover and several City Council Members. Approximately 125 citizens participated. Participants were given an opportunity to provide input through a series of exercises and to pose questions to a panel of experts that included members of the City Transportation Planning staff and the consultant team.

Following the kick off meeting, four rounds of public meetings were organized and conducted by the project team.

Round 1 was labeled *Visioning*. It consisted of seven individual meetings held in December 2007 at various locations throughout the City. The primary purpose was to hear from the public relative to transportation needs and issues and to engage the public in a facilitated discussion of the vision for the city and goals for the Connect Atlanta Plan.

Round 2 was called **Planning or Design Workshops**. This Round took place in February and March 2008 and consisted of four (4) weeklong workshops held in various locations throughout the City. The Workshops started with opening the Planning Studio to the public on Monday morning at 10 am. The Studio was open until 6 pm at which time a public meeting was convened to provide additional background information and receive more input. The Studio was open Tuesday, Wednesday and Thursday from 10 am - 8 pm. The final results were unveiled in a public forum from 6 pm – 8 pm Thursday night. The public was invited to participate with the planners and engineers at anytime while the Studio was open. This format was duplicated in four locations throughout the City.

Round 3 took place in June-July, 2008. It consisted of seven individual meetings held in various locations throughout the City. The primary purpose was to provide feedback from the Planning Workshops and to get reaction to the initial preliminary program of projects.

The final Round of public meetings was held in September 2008. The meetings followed an open house format and were designed to present the final recommendations and to obtain comments and reactions.

Best Practices Cities Workshop

The study team invited experts from Chicago, Charlotte and Vancouver to Atlanta to participate in a half-day workshop in January 2008 on best practices in land use and transportation planning in urban areas. The list of participants in the workshop can be found in the PIP. Some of the big ideas from the workshop included the expansion of transit as a major part of Atlanta's transportation system, the development of a system of unified governance of transportation issues, and using emerging technologies in sustainable building materials and energy efficient design to achieve fiscal and environmental benefits through transportation infrastructure.

Online Survey

A 43-item Web-based survey was conducted as part of the Connect Atlanta Plan outreach to the public. The survey instrument is included in the PIP. A short form, hard-copy version of the survey instrument was developed and administered as part of outreach to the Environmental Justice Community. The short form is also included in the PIP. The results of the surveys are included later in the appendix (see page A-90).

City Council Work Sessions

The Atlanta City Council was briefed three times: following Round 1 public meetings; following the Planning Workshops; and following Round 3 public meetings. The goal of these meetings was to keep Council informed of progress and to begin to develop a level of consent for the direction of the project. Summary comments from those briefings can be found later in the appendix (see page A-84).

Collateral Materials and Communications Tools

The study team used a variety of materials and tools to distribute information about the study to the public and to encourage public participation in the study process. The tools include a project website: www.connectatlantaplan.com; a project business card; a contact database with 800 entries; a general media contact list with 46 entries; a support agency and organization list with 73 entries; fact sheets and meeting flyers. Except the contact database, the lists or samples thereof can be found in the Final PIP. The contact database was jointly developed by City staff and the PI consultant and maintained by City staff.

Lessons Learned

The Connect Atlanta Plan is the first ever comprehensive transportation plan prepared by the City of Atlanta. Several lessons have been learned that may be helpful to future city and regional planners.

- **Constituting the Stakeholder Committee.** The study team decided after considerable discussion to depart from the traditional way of "picking" people to serve on the stakeholder committee and instead provided an opportunity for people to pick themselves. An "application" form, submitted online and via fax, was prepared that included a synopsis of the study and a few questions designed to obtain minimum

information about the applicant. The public was encouraged to go to the website and complete and submit the application and an immediate response would be forthcoming. This approach is time-consuming, but when viewed as a technique to build an informed base of support for the study and given adequate time in the schedule to promote it, this approach to setting up a stakeholder committee has enormous possibilities in terms of bringing more and new people into the planning process. Early success in establishing a large, highly motivated stakeholder committee lessens the challenge of generating attendance at public meetings.

- **Online Survey.** This is a very efficient way to gather a lot of ideas and suggestions from a relatively large number of people. The design of the survey instrument is critical. It is imperative that it is pre-tested prior to release. In addition, there should be an accompanying hard copy version for citizens who do not have easy access to computers or do not feel comfortable using them. Adequate time and resources, including resources to advertise the survey should be allocated at the beginning of the study. Again, this is a good way to build awareness of the study, test interest and uncover hot button issues.
- **Speakers Bureau and Special Events.** The study team remains convinced that this is one of the most cost-effective ways to get a study started. But adequate time and resources have to be allotted at the beginning before the pressure to organize public meetings begins. In fact Speakers Bureau and Special Events appearances are excellent ways to build support for public meetings because they build study awareness.
- **Planning Workshop.** This is an excellent way to get the public involved in a hands-on way in the planning process. The format allowed for more in-depth engagement where needed and availability that allowed flexibility in times for visitation: being transparent and available all times of day meets everyone's schedules.

Stakeholder Interview Summary

Importance of the CTP Study

- Transportation and growth are most critical challenges for the City
- CTP is key to establishing a detail transportation network for the City and feeds into the TPB regional transit vision

City's Most Critical Transportation Issues

- Comprehensive transportation plan that includes transit, roadway, pedestrian/bicycle, and roadway linkage
- Link between transportation and land use
- Traffic congestion and long commutes
- Roadway to accommodate buses during peak hours, roadway expansion
- Transit system accessibility, connectivity and lack of public transit funding
- Inadequate sidewalks
- Pedestrian/bike accessibility

Expectations of the Study

- Creative options to improve the transportation system and mobility
- Recommendations on realistic and fundable transportation investment priorities
- Recommendations on integration between land use/urban design and transportation needs
- Transportation improvement with heavy emphasis on rail (e.g. Peachtree Trolley, Beltline and the C-Loop)
- Educate the public education on the overall transportation network and realistic actions and funding requirements

Concerns about growth

- Need transportation solutions to address growth in traditionally high growth areas such as Peachtree Corridor, Piedmont Park and Buckhead
- Concentrate growth in areas that support high densities, such as the Beltline
- Support smart growth that respect neighborhoods and transportation infrastructure

Spending Priorities

- Transit - elevated trains
- Street/Roadway improvements
- Sidewalk expansion and maintenance
- Bicycle/pedestrian accessibility
- Traffic management and monitoring systems

\$1 Million transportation budget spending

- Transit
- Sidewalks
- Existing roadway maintenance improvements
- Maintaining a grid system on streets
- Connectivity study to link various nodes of transportation; use previous studies

Funding Source

- Federal funds
- State funds
- SPLOST
- Developers impact fee (impact fee) towards city-wide improvements
- TAD and CID concepts used where appropriate
- Reallocation of current dollars
- Tolls
- Para mutual betting
- Small luxury taxes from hotels

City's role in transportation

- Transit advocate
- Participate in regional discussions
- Informing body, planning and monitoring within city limits
- Work with developers to encourage locations for growth
- Maintenance and asset management of the existing infrastructure

Meeting Summaries

Joint SAC/TAC Meeting

November 29, 2007

Meeting Summary

SAC/TAC Attendees: 105

COA Staff Attendees

- Steven Cover
- Heather Alhadeff
- Jennifer Hammond
- Shelley Peart
- Jeffrey Williams
- Alice Wakefield
- James Shelby
- Phillip Harris

Project Team Attendees

- John Funny
- Paul Moore
- Grady Smith
- Theodore Williams
- Daniel Vargas
- Gordon Burkette
- Roger Dottin
- Joel Mann

Commissioner Steven Cover opened the meeting and welcomed everyone and turned it over to Heather Alhadeff, City of Atlanta Project Manager. H. Alhadeff thanked everyone for their participation and discussed the public visioning work sessions that will be held December 3-13, 2007 and encourage people to promote these work sessions. She then introduced Jane Franklin of GA Power, host for the meeting, who welcomed the attendees and discussed the housekeeping procedures. H. Alhadeff then introduced Paul Moore, Project Team Manager, who outlined the meeting structure and presented the PowerPoint presentation on the study. Following the presentation, P. Moore then turned the meeting over to John Funny, ATPG, Managing Partner, who led the facilitated discussion of the seven project goals given below:

- Provide balance transportation choices
- Orchestrate regional Strategies
- Prepare for growth
- Maintain fiscal viability
- Strive for environmental sustainability
- Preserve single-family neighborhoods
- Create desirable places

The summary of the discussion points is given below:

Facilitated Group Discussion

- Quality of Life
- Street Calming
 - Residential Safety
- Mechanism to Cope with Rising Values
- School Traffic
- Project Employment Centers
- Preserve Neighborhoods
- Equality
- Public Health
- Get in Front of Zoning
- Safety as a Guiding Principle
- Gradual Growth and Investment
- Freight and Commercial Traffic
- Industrial Land Use Policy
- Common Vision
- Mixed Use – Live/Work/Play
- Real Transit Options
- Senior Citizens
- Tax Impacts
- Post Study Process and Momentum
- Innovation

The results of the Facilitated Table Discussions are given below:

1. Provide Balanced Transportation Choices

- Commuter hub for region – seamless connection cross-town and radial
- Truck road space = 3-4 times car space
- What do we invest in ↔ Price Right (including parking)
- How do we regulate (how many operators); consolidate/coordinate independent shuttles, etc
- Less focus on cars in core
- Choices must be attractive, convenient, efficient, affordable (e.g. Timely)
- Secondary circulation beyond Transit Trunk Line/“Last Mile”
- Recognize market segments, different trip types (not one size fits all)
- Employer Incentives – TDM
- What is perception of success, “sexy”
- Safer exits, expand HOV lanes
- Flexible mind about transit technology
- Proximity of amenities
- Wayfinding Continuity
- Modify personal travel behavior

2. **Orchestrate Regional Strategies**

- Encourage Transit Oriented Development (TOD)
- Regional funding mechanisms
 - ❑ Strong support for funding mechanisms
 - ❑ Examine alternative tax sources
- Involve businesses in transportation solutions
- Preserve and enhance Atlanta as Hub for passenger and freight transportation for Southeast
 - ❑ Hi-Speed Rail
 - ❑ Commuter Rail
- Organizational structure to deal with regional transportation issues
- Be consistent with other regional planning products, i.e. integration of plans
- Enhance Atlanta's voice in regional transportation issues
 - ❑ Define unique characteristics of Atlanta as regional core and to speak on those issues from a position of strength

3. **Prepare for Growth**

- Consider all transportation modes
- Encourage growth in specific areas
- Spend transportation dollars in areas where growth is desired
- What comes first, the roads or development? Do not like congestion in single-family neighborhoods, used as cut-throughs
- Growth is already happening – Midtown, Downtown and Buckhead. Where else can it go? We can plan for it
- Growth acceptable in transitioning areas
- Need land use transportation integration
- All city services need to keep up with growth
- Need to consider regional growth
- Consider effect of regional traffic on single-family neighborhoods
- Destination points every 2,000 ft. in neighborhoods
- Target growth in Southside
- How to fund transit?
 - ❑ Talked about disproportionate benefits to suburbs for city investments
 - ❑ Commuter/Regional Transit
 - ❑ Increase excise tax/other regulatory fees
 - ❑ 1% sales – how is this possible when we are capped at 8%
 - ❑ Target impact fees to be more effective
 - ❑ Parking Authority – use fees toward transit
 - ❑ Increase cost of parking
 - Meters
 - Restricted parking
 - ❑ Increase fines on traffic violations

4. **Maintain Fiscal Viability**

- Conserve taxable land as taxable land

- Find opportunities to reclaim land – Sufficient ARC representation in programming projects. “Think out of the Box” for funding sources and projects for Atlanta, not suburbs
- Fix It First – What impacts do projects have on city’s economy
- Explore innovative funding sources
- Analyze current funding sources for sustainability
 - ❑ Are we getting enough from freight
 - ❑ Eminent domain – can we use it
 - ❑ Who are key potential partners for land/infrastructure
- We need a “value” metric and it needs to be more Atlanta specific than a big, broad definition. This brings in smart growth, place, etc.
- Cost sharing/shared funding needs to be equitable
- Goal should be renamed “Fiscal Sustainability”

5. Strive for Environmental Sustainability

Definition of Environmental Sustainability

- Preservation of greenspace
- Physical environmental – built
- Reduction of carbon footprint*
- Better modes of transportation
- Recycling options
- Think regionally
- Conservation of resources
- Increase mode share
- Increase transit
- Reduction of SOV
- Better storm water design (provide incentives for design)
- Transit – reliable
 - ❑ Express trains
 - ❑ Safe, desirable and effective
 - ❑ Control waste – provide recycling bins
- Tie transportation choices to air quality reduction measures
- Above ground rail/light rail
- Provide incentives for alternate transportation
- Build around our culture
- Create metric that builds on environment
 - ❑ Transportation projects should only be built if they reduce the carbon foot print
- City should provide recycling centers
- Provide education

6. Preserve Single-family Neighborhoods

- Multi-family integrated into neighborhoods
- Small commercial, but coming back
- Preservation of neighborhoods, not necessarily single-family
- Do not want chopped-up houses. It has taken the City years to get over that
- How do you define neighborhoods

- Alternative single-family neighborhoods – good chunk of the city. But need to get land from somewhere else
 - How do we handle traffic? One-way streets – people drive fast. Return to two-way so it is not attractive
 - Bikes – speed bumps annoying, rumble strips bad
 - Regional mass transit
 - Moving toward a more balanced system
 - A lot of truck traffic
 - Preserving single-family neighborhoods. Preserve best and people with least voice
 - In this city, poor neighborhoods have loud voices
 - Some neighborhoods impede traffic
 - Change from single-family to residential
 - Code enforcement to keep sidewalks clear
 - Brookhaven seeing growth. Bring in restaurants and shops
 - Single-family to residential – no consensus from the neighborhoods on the character of Atlanta
 - More balanced regional system because we are the heart of the region
 - Presently, highways have damaged neighborhoods. Do not let that happen again, not just as islands or like suburbs
 - Better access in and out of neighborhoods
 - More walkable or bikable. Can not make people walk, but you can make more pleasant
 - Some mix of land use list restaurants
 - For growth, mix single and dense, but do not cause harm to neighborhoods
 - “Preserve Single-family Neighborhoods” might better read: “Preserve Residential Neighborhoods” or, simply, “Preserve Neighborhoods”
-
- Balanced Transportation is Good for Neighborhoods: Moving toward a balanced transportation system, in which proportionally fewer people drive, will help neighborhoods deal with increased automobile traffic associated with growth
 - Slow Traffic: Traffic calming, where “cut-through traffic” can’t be avoided (for example, on primary streets that connect across neighborhoods), was universally seen as a necessary means to slow and neighborhoodize automobile traffic
 - Make it Easier to Walk: Neighborhoods need to be more walkable; this is particularly important for access into and out of neighborhoods, and access to other land uses, such as commercial areas
 - Mind the Edges: Preservation of neighborhoods, particularly single-family neighborhoods, means focusing new development into redevelopment corridors and transitioning back into neighborhoods; transitions may include the following: stepping down building heights; building service alleys between new development and existing neighborhoods; carefully designing new roads to connect from existing areas across new development, and providing second outlets for automobiles.
 - Mix Uses (Sometimes): A way to reduce the number of automobile trips is to make targeted land use changes within new neighborhoods; for example, designating neighborhood commercial nodes that residents can walk to, and locating commercial uses, such as grocery stores and pharmacies, in convenient locations at neighborhoods’ edges.

7. Create Desirable Places

- Must be for work/play/shopping/recreation
- Must have parks
- Mix of transportation choices
- Trees/streetscapes yield enjoyable experience
- Transportation scale must reflect character of neighborhood
- No free-flow right turns
- Bicycle-friendly
- Connect diverse communities
- More grocery stores downtown
- Experience of transportation is enjoyable
- Balanced transportation choices
- Transportation Demand Management
- Incremental planning that does not become reversed later
- Developers required to follow vision of the community
- Development required to cover impacts (i.e. traffic, schools). Environmental impacts of developments reduced (i.e. particulates, noise)
- Affordable for all income groups
- Plan needs vision for creating places desirable now (when we use transit and cars) and desirable then (when we just walk and take transit)
- World-class transit initiative

GOALS DOT EXERCISE RESULTS

Goal	No.
Provide Balanced Transportation Choices	31
Orchestrate Regional Strategies	12
Prepare for Growth	10
Maintain Fiscal Viability	15
Strive for Environmental Sustainability	13
Preserve Single-Family Neighborhoods	10
Create Desirable Places	27
Total	<u>118</u>

List of Attendees at Joint SAC/TAC Meeting

Last Name	First Name	Last Name	First Name
Alexander	Angela	Marcus	Michelle
Alhadeff	Steve	Mayes	Shelby
Barry	Rogers	McBrayer	Ed
Bastian	Aaron	McWilliams	Matthew
Becker	Lauren	Meadows	Chuck
Benjamin	Saskia	Metze	Marie
Beynart	Kay	Miles	Eileen
Blass	Jill	Miller	Bill
Boronni	Alessandro	Miller	Jannine
Brewer	Monique	Miller	Michael
Carlsten	Jon	Morgan	Jason
Certail	Gordon	Morgens	Sally
Clayton	Randy	Newmark	Gerry
Clonts	Sam	Norwood	Mary
Colbow	Drew	Olansky	Dianne
Cook	Myron	Parker	Sally
Crawford	Douglas	Payne	Barbara
Crocker	John	Perkins-Hooker	Patrise
Curtis	Tivona	Pines	Erica
Dusenbury	George	Porterhall	Martha
Dworet	Frazier	Ranney	Eric
Edwards	Amy	Reich	John
Emery	Laurel	Riley	Thayra
Fairley	Steve	Robinson	Chauncey
Flocks	Sally	Rollin	Antoine
Flocks	Sally	Rosenbaum	Josh
Friedman	Dan	Rudy	Harvey
Gravel	Ryan	Schneider	Heidi
Greene	Edith	Schneider	Jim
Greenwell	Douglas	Sears	Charles
Grether	Paul	Serna	Rebecca
Haefner	Ed	Shelby	Renee
Hammond	Regan	Sherwood	Ron
Haynes	David	Smith	Myles
Hicks	Matthew	Smith	Valerie
Horn	Richard	Sobol	Brent
Hornbein	George	Starling	Denie
Hunter	Michael	Starling	Denise
Ingle	Louie	Thompson	Amanda
Jennings	Tom	Timms	Daniel
Johnson	Larry Felton	Todd-Crooks	Jennifer

Kahan	Deborah	Touchette	Barbara
Katz	Byron	Trimble	Grace
Kedir	Nursef	Turner	Shunnea
Keeper	Harvey	Usher	Bertha
King	Tyler	Vin	Todd
Knapp	Weslee	Vivian	Matt
Knowlton	Elizabeth	Walker	Steve
Lavandier	Jessica	Wall	Michael
Lawlor	Shane	Walmsley	Bob
Liebl	John	Wattenberg	Liz
Mahan	Brendan	Williamson	Cain
Manning	Janet		

Total Attendees – 105

Stakeholder Advisory Committee Meeting February 7, 2008 Meeting Summary

SAC Attendees: 41 (see Exhibit A)

Other Attendees:

- Byron Rushing
- Marianne Tomaszewski

COA Staff Attendees

- Heather Alhadeff
- Shelley Peart
- Jeffrey Williams
- Phillip Harris

Project Team Attendees

- John Funny
- Paul Moore
- Grady Smith
- Theodore Williams
- Daniel Vargas
- Gordon Burkette
- Sarah Constantine

Phillip Harris opened the meeting by welcoming committee members, introducing the Project Team and reviewing the meeting agenda. He then introduced Paul Moore who gave a PowerPoint presentation focusing on the traditional transportation planning process and the mythological approach that will be used for the Connect Atlanta Plan. A major theme of the approach is that instead of land use determining trip generation and subsequent transportation improvements, transportation planning and improvements should determine land use. If this occurs, transportation improvements will anticipate and accommodate growth instead of reacting to it. More specifically, if a human scale of walkability and environmental, fiscal, and neighborhood sustainability objectives are adhered to, a congruent regional strategy should result and produce a balanced menu of equitable transportation choices that accommodate growth.

Following the presentation, committee members were organized into four discussion groups to help flesh out key topics that will be introduced at the upcoming Planning Workshops. Facilitation Teams rotated among the groups to discuss the following topics:

- Transit
- Hot Spots
- Freight/Trucking
- Sidewalks/Walking

The results of the four facilitated group discussions are summarized below:

1. Transit

Discussion Points:

- What, if anything, would make you more likely to use transit regularly
- How should we decide where rail (streetcar/light rail) is appropriate and where bus (full size or shuttle) is a better fit
- Should potential ridership from existing areas of potential investment/ redevelopment of new areas be a bigger driver of transit investment
- Would transit frequency for bus or rail be a strategy you think would help increase ridership
- Do you feel ridership increases would help reduce auto traffic

Comments:

- MARTA reliability is an issue
- Provide signs on buses, zones, convenience, schedules at stops
- Rail system not sufficient
- Better bus stops
- Marketing: more could be done
- What kind of transit? Not heavy rail for interior Atlanta
- Provide dedicated lanes for buses
- Provide trolley services
- Use in-road system instead of overhead wires for streetcars
- Instead of tracks, use rubber tire trolleys
- Provide more frequent service - shorter headways during non-peak hours
- Need more express buses to places, especially malls and especially on weekends
- More express bus routes needed to connect different parts of the city or major destinations, not just for commuters
- Better connections
- Faster service
- Less hazards
- Park and ride lots
- Efficiency
- Need to provide internal connections (east-west not just north-south) – intown circulators
- Using the same fare systems
- Feeder systems for neighborhoods
- Direct routes, less transfers
- Study the traffic patterns when selecting routes
- Safety not an issue – officers always present
- Bus stops are not pleasant
 - ❑ safety issues
- Safety: robberies on/at stations and on trains at night.
- Address safety through design: better sight lines, lighting at stations
- Provide higher densities around stations
- Improvement of the overall stations
- Go to places where people actually go – east/west connections
- Bus stops not properly marked – electric message boards needed at stops to display schedule information
- More passenger shelters
- Functionality of bike racks on buses – they don't always work
- Rail is preferred technology

- Type of transit – trains first, then buses
- Dedicated ROW where available
- Make it obvious that a lane is for buses
- Signal prioritization
- Provide more options – attractive, connectable, reliable
- Provide effective marketing of the transit system
- Transit should be combined with land use changes
 - ❑ Land use should respond to transit and transportation options
- Transit can help to guide growth
- Lower wait times
- Build rail system where traffic is actually coming from
- Rail system killed bus schedules in neighborhoods
- Rail does not currently go where it is needed
- Buses caught in congestions
- System needs to be subsidized by the state
- Drivers not willing to wait for riders
- Smaller neighborhoods need better connectivity
- Transit centers should be more welcoming and reflective of the neighborhood.
- Connectivity of the last mile

2. Hot Spots

Discussion Points:

- What unsafe or unwalkable areas are vital for us to consider during the workshops
- Congested intersections
- Geometric problems
- Points out delays in transit bus/rail or bike

Comments:

- Deckner Ave., Sylvan Road and Brewer Blvd.
 - ❑ Traffic circle versus traffic lights
- Williams Street exit
 - ❑ Difficult to turn left and re-enter highway
 - ❑ Entrance and exit ramps, north and south, are too congested
- Metropolitan and Cleveland
 - ❑ No ADA enhancements – no sign for visual and hearing impaired
 - ❑ Sidewalks – too narrow for wheelchairs
 - ❑ Kroger CitiCenter Shopping Plaza – need for repair for impaired and regular pedestrians
- I-20
 - ❑ Moreland, westbound exit – no traffic light for southbound traffic
 - ❑ Boulevard, westbound exit – two exit lanes with only 1 turn lane onto Boulevard
- I-85 and GA 400 merge – traffic stops because merge lanes are too short
- GA 400, I-85 and I-75 – merge lanes are too short and need lengthen
- I-20 eastbound onto I-75/85 – two lanes exiting northbound that blocks southbound traffic. Need dedicated southbound lane.
- Fairburn and Cascade Roads
 - ❑ Traffic is too heavy; no place for additional congestion and sidewalks
 - ❑ South on Fairburn – no sidewalks
- I-285 interchange from I-20W – cut off MLK exist and travel on Fairburn under bridge abutment – need additional lanes
- 166E – Sylvan/Lakewood Ave – Truck and Industrial Parks have heavy freight traffic

- ❑ Road is too narrow and need pedestrian enhancements, improved traffic signalization and lane enhancements
- ❑ Utility polls are being destroyed because of too narrow lanes
- ❑ Senior High Rise sits in this heavy industrial area that creates dangerous situations for regular and physically impaired traveling on street
- Buckhead – Piedmont, Roswell and Habersham
 - ❑ Alleyway between JW Marriott (formerly Swiss) Hotel – no signals that creates a bottleneck for traffic entering Peachtree Road
 - ❑ Reduce entrance points onto Peachtree – combine access points to share among businesses
- Monroe and 10th Street – difficult for pedestrians; there is crossing only on one side
- Cleveland and Perkerson Park – there are 4 overpasses that need improvement in lighting and drainage. Public art would be an improvement
- Metropolitan and RDA – signalization need improvement. Consider traffic circle concept
- Too many one-way streets; consider changing to increase traffic flow particularly Spring, West Peachtree and Williams streets
- I-75/85 Fulton Street northbound exit – insufficient signalization and pedestrian access
- Williams and Ivan Allen Jr. Blvd – insufficient signalization and traffic access
- Briarcliff, Ponce de Leon and Moreland
 - ❑ Briarcliff/Ponce – traffic is horrible. Improve signalization and insufficient left turn
 - ❑ Moreland from Ponce – improve signalization and pedestrian access
- Piedmont Park and 14th Street – pedestrian access is limited and need improvement
- Crosswalks should be painted a bright neon color
- Roswell Road – not enough crosswalks and signals
- Traffic signals not geared for pedestrians – too short in duration (ex: Piedmont Hospital). As a result, too concerned with car movement and not pedestrians
- Neighborhood and City speed limits should be lowered and enforced
- Peachtree and Lenox Road intersection – high intersection that need improvement
- Piedmont, North Ave., and Ponce de Leon – remove giant construction sign (into street) on sidewalk that blocks 100% of pedestrian access
- I-285 at Cascade Road exit – northbound lanes backup onto expressway due to congestion on Cascade. Improve signalization is needed (the signals frequently malfunctions)
- Buckhead Loop and Piedmont Road – need to be more pedestrian friendly
- West Peachtree – bike lanes are too narrow (although they are in accordance with standards) especially for the volume of traffic. As a result, cyclist can get doored
- Atlantic Station bike lanes – too wide. As a result, cars drive in them
- Bike lanes should be different color. Consider bike boxes as in NY and Europe that would allow bikes to turn left in front of cars
- Castleberry Hills – Pharr & Walker – not a “T” at stop. As a result, cut-thru traffic uses it and speed and often do not stop at stop sign
- Garson and Piedmont – north and south – U turns should be disallowed
- Peachtree, West Peachtree and Pershing Point – improved signalization needed
- Spring and 14th Street – need improvement
- Peachtree Battle @ Habersham – separate for pedestrian and cars. Pedestrians often use bike lanes because landscape trucks force cars into additional lanes
- Spring St. & 3rd – improve for pedestrians to cross
- South on Piedmont toward Morningside
 - ❑ Left turn onto Morningside is a nightmare
 - ❑ Trucks take-up an entire lane @Smith’s Bar
- South on Peachtree @ Lindbergh – left turn cars are stuck out on Peachtree due to street curvature creating dangerous conditions
- Mitchell @ Capitol Ave – shutdown during legislative session will create a congestion nightmare
- Ponce de Leon @ Kroger Shopping Center – turning left onto Ponce is a nightmare

- South on Ponce de Leon – trucks over 20” should not be allowed to turn right on North Highland
- I-85 toward Atlantic Station – merge too short and creates massive backup
- Courtland dumps onto International at very high speeds
- Bicycle lanes need to be on streets that are more conducive to bicycles other than Peachtree. Possible Alternatives: could be to use Juniper/Courtland for Southbound and Piedmont for Northbound travel

3. Freight/Trucking

Discussion Points:

- Given that the City is committed to preserving some areas of industrial use, how can we effectively accommodate truck movements to and from these areas
- Do we want to consider re-use of rail facilities (such as yards) if it means these functions would convert from rail to truck trips
- Truck routes may need to be re-analyzed. Do you fee that while undesirable, there are routes that need to be redesigned (new or validated) especially if part of a system
- Some intersections may need to be changed to accommodate truck traffic (which can help reduce vehicular congestion) but could be counter to QOL goals. What should we do in such situation

Comments:

- Identify where freight is coming from and going to
- Can freight just passing through be more effectively re-routed around Atlanta
- Can we negotiate with railroads for more quiet zones, and a lot more visual screening
- Charge trucks for passing through
- We need better enforcement to keep trucks off the 75-85 Connector
- Multi-task rail capacity. Freight tracks can move commuters too
- Railroads are a part of our heritage
- Beltline and Hulseley yard dilemmas
- Sidewalks vs. rail traffic
- Land use and context should trump truck needs
- Identify truck routes
- Make smaller trucks do the delivering in the city (some for, others against)
- Don't allow GDOT to classify roads
- GDOT is always negative towards pedestrian priorities
- New GDOT leadership is changing that orientation.
- How must we accommodate current business trends
- Trucks bring the goods but stink, make too much noise, and poison the air
- Jonesboro Road and Henderson Mill Road is a HOT SPOT
- Smaller and quieter, cleaner trucks can be required
- Just because a piece of land is currently zoned “industrial” doesn't mean that it is appropriate for it to remain industrial
- Most industrial parcels were once served by rail lines and particularly rail sidings that have all too often been abandoned
- It is incompatible to have genuine industrial uses contiguous with dense urban residential areas
- In planning for transportation choices, we can and must develop a set of metrics that will balance the equities of all stakeholders

4. Sidewalks/Walking

Discussion Points:

- Is a City goal of 100% sidewalk coverage a good thing
- Should the use of public funds to improve walking conditions be on par with transit and streets
- Should some areas (e.g. schools, transit centers, etc.) have a higher priority than others
- Is maintenance more important than new construction
- In non-priority areas, would a sidewalk on one side of the street be adequate
- How important are streetscapes along sidewalks

Comments:

- 100 % City sidewalk coverage is a good thing
- Sidewalks on both sides of the street should be focused on demand or at least along major streets in major neighborhoods
- Focus should be placed on maintenance of the sidewalk system for an aging population
- Sidewalks on one side of the street should depend on the traffic on that road or the neighborhoods that they are in
- If sidewalks are on one side of street, they can be balanced with bike lanes on the opposite side. Share the road
- If sidewalks are not on both sides of the street and gaps exist, these gaps should be closed with crosswalks
- Sidewalks should depend on ROW considerations
- Priority for sidewalks should promote consistency and continuity in the system
- Priority areas should be around bus stops and stations, schools, churches, public facilities, employment centers, mixed use areas, etc
- Attention should be placed on curb cuts and ADA accessibility
- There should be a street-by-street analysis for streetscaping and design needs
- Should look at desire lines. Respond to places where “goat-paths” exist
- Consider mid-block pedestrian crossings
- Impact fees to new developments to build sidewalks
- Civic association reimbursements to encourage homeowners to maintain sidewalks
- Sidewalks on one side of street should depend on the volume of traffic on the roadway (mixed opinion)
- Be smart with resources, sidewalks on every street in the city is not realistic
- Enforcement of maintenance of sidewalks should be greater
- Consistent standards concerning things like drainage, buffer, etc
- Better designs
- There should be variety to best fit the area
- City should be required to build and maintain the sidewalks
- Mid-block crossings should be a policy
- Priority one should be replacing dangerous sidewalks
- Create greater sidewalk vision – see how people fit into the plan
- Look at density, users and volumes to decide if sidewalks are needed on one or two sides of the street
- Grass buffers should be required
- Modes (transit, streets, etc.) should be balanced since each link is important
- Sidewalks should be built and maintained to the same level as streets
- Prioritize sidewalks around bus stops and any transit facilities
- Design sidewalks based on street type and major corridors
- Sidewalks on one side of the street are better than no sidewalks
- Need to balance costs

- City should pay for maintenance. Sidewalks should be fixed first and then look at adding new sidewalks
- If trees, etc. are put on sidewalks we need to ensure that they do not damage the sidewalk in the future. Head room need to be clear of limbs, or other obstructions, etc.

Areas of concern:

- Jonesboro Road/Park Ave
- Macon Drive and Lakewood Avenue
- Waseca Drive has bad design
- Habersham Drive in Buckhead

At the conclusion of the facilitated discussion exercise, H. Alhadeff thanked the members for their participation in the process and encouraged everyone to complete the CTP On-Line Survey and to have their friends/colleagues complete the survey also. She reminded the members of the upcoming Planning Workshops and asked members to spread the word.

Written Comments

- Well done. Enjoyed the variety of topics, right amount. Glad to see dedicated note takers
- One idea: When you are asking us for solutions sometimes, we have no idea what possibilities exist → if you give us one of two possible ones, it helps us visualize and our ideas can move from there. Also, draw a picture of a problem situation → people can provide solutions much more easily
- Main presentation did not accurately report transit availability and negatively reported on too many instances that transit cannot/will not work. He needs to check his information and report correctly. Also, all of his examples were from Savannah, Irwin, CA – someplace else and not Atlanta. He talks about how to handle short and long trips, but did not tell us what our problem is here in Atlanta. His presentation was too generic – not specific enough. He praises Atlantic Station transit and does not recognize that they added transit as an afterthought. Could have worked better if it was planned as a part of original design

List of Attendees

#	Last Name	First Name
1.	Barry	Rogers
2.	Beynart	Kay
3.	Bonacuse	MIKE
4.	Boronni	Alessandro
5.	Brown	Naomi
6.	Cobow	Drew
7.	Crawford	Douglas
8.	Donaldson	Naomi
9.	Dworet	Frazier
10.	Flocks	Sally
11.	Gordon	James
12.	Gravel	Ryan
13.	Greene	Edith
14.	Greenwell	Douglas
15.	Horn	Richard
16.	Hosking	David
17.	Ingle	Louie
18.	King	Cheryl

19.	Knowlton	Elizabeth
20.	Lam	Jeffrey
21.	McWilliams	Matthew
22.	Miles	Eileen
23.	Miller	Bill
24.	Narula	Navneet
25.	Olansky	Dianne
26.	Owen	Jeff
27.	Porter	Mary
28.	Richards	Cathy
29.	Riley	Thayra
30.	Rudy	Harvey
31.	Shah	Anuj
32.	Shah	Pradeep
33.	Snyder	Paul
34.	Tommie	Flora
35.	Touchette	Barbara
36.	Usher	Bertha
37.	Vivian	Matt
38.	Walker	Ron
39.	Wilkatis	Steve
40.	Winter	Joe
41.	Zuyeva	Lyubov

***Technical Advisory Committee Meeting
February 8, 2008
Meeting Summary***

SAC/TAC Attendees:

- Nate Conable
- John Crocker
- Sally Flocks
- Paul Grether
- Regan Hammond
- David Haynes
- Shelley Lamar
- Angie Laurie
- Jessica Lavandier
- Shelby Mayes
- Brian McHugh
- Shannon Powell
- Rebecca Serna
- Ron Sherwood
- Patrick Vu
- Don Williams

COA Staff Attendees

- Heather Alhadeff
- Shelley Peart

- David Carter
- Jeffrey Williams
- Phillip Harris

Project Team Attendees

- John Funny
- Paul Moore
- Grady Smith
- Theodore Williams
- Gordon Burkette

Heather Alhadeff opened the meeting by welcoming the TAC members and thanked them for their participation in the Connect Atlanta planning process. She proceeded to promote the upcoming Planning Workshops and encouraged everyone to complete the CTP On-Line Survey and to have their friends/colleagues complete the survey. She then turned the meeting over to Paul Moore. P. Moore presented a Power Point presentation and discussion on the Connect Atlanta Planning process and the evaluation methodology and criteria that will be used on the project. Given below are the major discussion points that were made during the presentation/discussion:

- Transit-share slide: several suggestions to add the following cities either because they are comparable to Atlanta or their transit characteristics are worthy of consideration:
 - Los Angeles, CA
 - Washington, DC
 - Dallas, TX
 - Houston, TX
- Walking modal share – add a slide
- Definition of “walkability” – add density and design of the environment as components of the definition
- Bike facilities – include the following factors in the bike facility measure:
 - Bike rack availability
 - Bike facility standards
 - Street appropriateness
 - Lane width
 - Traffic volume
 - On-street parking
 - Signage
 - Posted speeds
- Public Health and Safety Goal
 - Add safety measures by transit type
 - Consider whether bikes and sidewalks are based on where they are constructed – density and latent demands
- Prepare for Growth Goal
 - Consider “Program” versus “Project” – what are the required behavioral changes
 - Parking policies and availability
 - TMA activities
- Set transit density thresholds – relating to transit implementation
- Fiscal Sustainability Goal
 - Measure benefits due to modal shift
 - Assess transit operating cost versus street operating cost
- Environmental Sustainability Goal
 - Assess modal implication
- Neighborhood Goal
 - Incorporate preservation
 - Incorporate community facilities
 - Incorporate preservation of railroad corridors
- Freight Goal
 - How are freight movements incorporated in the planning process
- Desirable Places Goal
 - Incorporate affordable transportation

Technical Advisory Committee Meeting
May 14, 2008
Meeting Summary

TAC Attendees:

- Nate Conable
- John Crocker
- Sally Flocks
- Paul Grether
- Michael Kray (representing Laura Keyes)
- Angie Laurie
- Brian McHugh
- Rebecca Serna
- Denise Starling
- Antonio Valenzuela (representing Angela Parker)
- Don Williams

Other Attendees:

Zoé Chamberlain
Lt. D. Wade
James Wagner
David Weir

COA Staff Attendees:

- Heather Alhadef
- Shelley Peart
- Jeffrey Williams
- Phillip Harris

Project Team Attendees:

- Paul Moore
- Grady Smith
- Gordon Burkette

Summary of Discussion Points

- Level of minority participation in surveys is low. Increased minority participation through on-location completion at malls/grocery stores in West End, Greenbriar areas and various MARTA stations
- Low bicycle ridership in City due to lack of bicycle lanes and danger from discourteous drivers. Look at Seattle and Denver bicycle models as more facilities will increase demand
- Off-street parking
- Bridges pose a big problem for MARTA
- Sidewalk improvement needed because people are willing to walk ½ mile versus ¼ and even more
- Elimination of barriers to increase system connectivity

Stakeholder Advisory Committee Meeting

May 28, 2008

Meeting Summary

Phillip Harris opened the meeting by welcoming committee members and reviewing the meeting agenda. He then introduced Paul Moore who gave a PowerPoint presentation focusing on candidate projects developed during the 4-multi-day Public Workshops held during February-March 2008; the Project Evaluation Process and outlining the process to seek written input from SAC members for inclusion in the Final Study Report. The presentation is incorporated in this meeting summary by reference (it is posted on the project website).

Summary of Discussion Points

- Where any design options considered for bicycle lanes except bike sharing the roadway
Reply: no, except for parks
- What about slightly raised median to separate bike lanes from the rest of the roadway
Reply: That option would pose problems because there would be no flexibility if the cyclist needed to move out of the path
- What type of conversation with GDOT regarding the approach of modifying interchanges
Reply: GDOT is member of TAC and a meeting will be set-up with GDOT to discuss this possibility
- What will happen to existing connections if interchanges are removed as described (Spring/West Peachtree/Freedom Parkway)
Reply: the connection will still exist, just may be slower
- Has consideration been given to constructing a greenway cap on below-grade portions of the downtown connector
Reply: several possibilities are being reviewed: MLK and Peachtree/Ralph McGill; MMPT
- Has consideration been given to connecting the BeltLine to the Bankhead Station
Reply: alternative alignments are being considered
- Is it possible to consider the Ponce and Moreland Transit lines as one project
Reply: the possibility will be considered
- Is there an assumption that local bus and circulator improvements will be included in the Transit Network
Reply: yes, the plan will recommend these types of improvements
- Where did the concept of going from 50 to 30 miles per hour come from
Reply: Studies on the quality of travel
- Are there freight/goods movement representatives on SAC
Reply: No, but outreach to this communities have been made

SAC Work Groups

SAC members were divided into work groups to start formulating written input on the question of "What Do You Want The Plan To Accomplish". The work groups were to continue deliberating outside of the meeting and submit their documents to Paul Moore by June 18th. Attachment I presents the two reports that were submitted along with an additional SAC member report for inclusion in the final study report.

Dianne Olansky – Scribe

- Build support for a parking tax that provides funding for transportation projects while encouraging people to reduce car use, thereby moving Atlanta away from its auto-centric past.
- Provide a vision that citizens can embrace that will last beyond this mayor's term of office.
- Provide a guide for public and private transportation investments that looks at growth opportunities in a holistic way rather than providing reactive band-aids quick fix solutions to narrowly defined problems.
- Enable Atlanta to better represent its interests when participating in the regional process for allocating federal transportation funds.
- Identify strong projects and potential local funding sources that enable areas of the city that are not organized as business improvement districts to attract a fair share of federal transportation funds.
- Help preserve neighborhoods by attracting retail and increasing connectivity and pedestrian facilities, thereby reducing residents' dependence on cars.
- Strengthen Atlanta's ability to defeat state road projects proposed for Atlanta that are not in the best interest of the City of Atlanta.

Stakeholder Advisory Committee Meeting: Breakout Session Notes - May 28, 2008

Focus: What do you want the plan to accomplish?

Sushan: Transit Oriented Development, Transit Oriented Re-development, Increase Density, Increase ridership on existing MARTA rail, get people used to riding (Arlington, VA as example)

Tyler: Re-evaluate existing Zoning & Planning ordinances, Incenting good behavior while taxing bad behavior

1. Get off ground
2. Get most "bang for buck"
 - 2.1. Powerlines underground
 - 2.2. Developer incentives for front end environmental and utility work
3. Viable implementation
 - 3.1. The hierarchy matrix shown in the presentation illustrating project priority was impressive
4. "How to pay for it?" most important question
 - 4.1. Gov't will not listen if it's not economically feasible
5. Capturing the Region, not just the city (economically?)
6. Explore other revenue alternatives (not just parking space tax)
7. Street Master Plan
 - 7.1. Accountability for developer to implement Street Master Plan
8. Environmental Sustainability
 - 8.1. Research and present city with financial studies regarding "green" standards (i.e. stormwater management)
9. Sidewalk hierarchy is important (i.e. wider, unobstructed sidewalks in dense urban areas)
 - 9.1. Sidewalks current lead to nowhere
 - 9.2. Connectivity
 - 9.3. Pedestrian Safety

***Technical Advisory Committee Meeting
August 8, 2008
Meeting Summary***

TAC Attendees:

Other Attendees:

COA Staff Attendees:

- Heather Alhadeff
- Shelley Peart
- Phillip Harris

Project Team Attendees:

- Paul Moore
- Gordon Burkette

Stakeholder Advisory Committee Meeting August 14, 2008 Meeting Summary

SAC Attendees: 28 (see Exhibit A)

Other Attendees:

- Suzanne Bair
- Russell Baggett
- Taylor Frame
- Bruce Rose
- Sybil E. Smith
- Frank Summers
- Barbara Thomas
- Synge Tyson

COA Staff Attendees

- Steven Cover
- Heather Alhadeff
- Shelley Peart
- Phillip Harris

Project Team Attendees

- Paul Moore
- Gordon Burkette
- Roger Dottin

Heather Alhadeff opened the meeting by welcoming committee members to the final SAC meeting. She then introduced Paul Moore who gave a PowerPoint presentation of the draft street projects.

Next, committee members were organized into four discussion groups to discuss prioritization of the proposed transit lines. Facilitation members rotated among the groups to answer the questions.

The results of the four facilitated group discussions are summarized below:

1. Group One

- Focus on underserved areas
- Look at footprint of City of Atlanta
- Have greatest impact on the largest footprint
- Balance demands of high traffic areas

2. Group Two

- Marietta – Ponce
- Edgewood
- Pryor to Lakewood
- D. L. Hollowell

3. Group Three

- Increasing number of MARTA stops on the current line and developing heavy density around each stop
- BeltLine in its entirety
- Marietta/Ponce de Leon
- Peachtree StreetCar
- Campbellton Road
- Moreland
- D. L. Hollowell
- Westside Park Extension

4. Group Four

- Peachtree StreetCar and BeltLine (tied for No.1)
- Ponce de Leon
- Edgewood/Auburn
- D. L. Hollowell
- Campbellton Road
- Moreland Ave.
- Boulevard
- Connection: Moreland to Glenwood Park
- C-Loop
- Memorial StreetCar
- Piedmont StreetCar
- Need more transit than N/S options

P. Moore then asked attendees to complete the following exercise: If you were given \$1, how much would you spend on the following:

- Transit
- Sidewalks
- Maintenance & Supplies
- Streets
- Bikes

The results are detailed on Exhibit B.

Summary of Discussion

General Discussion Points

- Ranking of Freedom Parkway and I-75/85 redevelopment did not perform well – did not perform well because there is no major beltline stop north of this development and there is a circulator that serves the area
- Consider weighted goals versus all seven goals equally
- All a Final Goal: Reknitting the Urban Fabric
- First option should be to manage congestion versus solving it
- Balancing act for projects – not all projects will include congestion relief
- Real issue is to reestablish the public realm. Reclaim the public land that makes the city livable
- Transit Demand Model has severe limitations based on assumptions. Models are not dynamic to the real world and cannot be rely on it totally. The model serves suburban and ex-urban and not urban very well
- Changes funded by combination of private and public partnerships
- Prioritize high speed and heavy traffic connections; connections between destinations

Bike Paths

- Longest bike segment which is Benjamin Mays

Sidewalks

- Need deficiency and positive index for sidewalks

Street Rankings

- Street rankings include building new and redesign of existing streets. Everything used by a car fall into the street category

At the conclusion of the discussion, P. Moore discussed the remaining schedule for the project including the upcoming public meeting schedule. He also encouraged everyone to help spread the word.

List of Attendees

#	Last Name	First Name
1.	Arora	Sushan
2.	Barry	Rogers
3.	Becker	Lauren
4.	Brown	Brenda
5.	Coyle	Elizabeth
6.	Dworet	Frazier
7.	Flocks	Sally
8.	Hayley	Pete
9.	Horn	Richard
10.	Hornbein	George
11.	Katz	Byron
12.	King	Cheryl
13.	Kurtz	Glen
14.	Lam	Jeffrey
15.	Marcus	Michelle
16.	Miller	Bill
17.	Neumark	Gerry
18.	Olansky	Dianne
19.	Richards	Cathy
20.	Rudy	Harvey
21.	Schneider	Heidi
22.	Smith	Myles
23.	Sobush	Katie
24.	Usher	Bertha
25.	Wattenberg	Liz
26.	Winter	Joe
27.	Zatlin	Linda
28.	Zuyeva	Lyubov

No.	Transit	Sidewalks	Maintenance & Signalization	Streets	Bikes	Total
1.	.40	.05	.10	.40	.05	1.00
2.	.40	.15	.15	.25	.05	1.00
3.	.40	.05	.25	.25	.05	1.00
4.	.40	.075	.20	.30	.025	1.00
5.	.50	.10	.15	.15	.10	1.00
6.	.40	.10	.15	.30	.05	1.00
7.	.34	.18	.20	.18	.10	1.00
8.	.30	.20	.15	.15	.20	1.00
9.	.65	.05	.12	.13	.05	1.00
10.	.45	.15	.20	.15	.05	1.00
11.	.25	.10	.35	.15	.15	1.00
12.	.30	.15	.10	.30	.15	1.00
13.	.40	.05	.40	.10	.05	1.00
14.	.20	.05	.50	.20	.05	1.00
15.	.30	.18	.20	.20	.12	1.00
16.	.45	.10	.10	.30	.05	1.00
17.	.40	.20	.20	.15	.05	1.00
18.	.50	.25	.10	.10	.25	1.00
Total	7.04.	2.19	3.62	3.76	1.60	
Avg	.39	.12	.20	.21	.09	

**Public Work Sessions
Outreach District 2 Northside
E. Rivers Elementary School
December 3, 2007
Meeting Summary**

Public Meeting Attendees – 60 (including Councilperson Mary Norwood)

COA Staff Attendees

- Steven Cover
- Heather Alhadeff
- Michael Fleming
- Jennifer Hammond
- Phillip Harris
- Shelley Peart
- Jeffrey Williams

Project Team Attendees

- John Funny
- Paul Moore
- Grady Smith
- Morris Dillard
- Theodore Williams
- Gordon Burkette
- Roger Dottin

Commissioner Steven Cover opened the meeting, welcomed everyone and gave a brief overview of the CTP process. He introduced Heather Alhadeff, City of Atlanta Project Manager, who thanked everyone for their participation and provided more details for the CTP process. She then introduced Paul Moore, Project Team Manager, who outlined the meeting structure and presented the PowerPoint presentation on the study. Following the presentation, P. Moore then turned the meeting over to John Funny, ATPG, Managing Partner, who led the facilitated discussion of the seven project goals given below:

- Provide balance transportation choices
- Orchestrate regional Strategies
- Prepare for growth
- Maintain fiscal viability
- Strive for environmental sustainability
- Preserve single-family neighborhoods
- Create desirable places

The summary of the discussion points is given below:

Facilitated Group Discussion

- Incorporate needs of seniors and the disability community in the planning process
 - ❑ Senior zones
- Tie-in transportation to health considerations
- Incorporate “complete streets” principle of considering needs of all users – pedestrians, bicyclists, motorists and transit riders of all ages and abilities
- Add “realistic” to the fiscal viability goal – realistic fiscal plan
- Provide economic incentives to change transportation
 - ❑ Fiscal responsibility versus sustainability
 - ❑ Create a realistic fiscal plan
- Revitalize existing MARTA system
 - ❑ Analyze land use element
- Incorporate small-scale “vehicles” public transportation, especially to accommodate the needs of an aging population
- Promote mixed-used TOD around transit stations
- Need to define “desirable places”
- Consider mobility “all modes, including pedestrian” versus transportation
- Consider balanced transportation choices, linking different types of transportation to density levels
- Manage growth so that we do get overwhelmed by it
 - ❑ Manage according to the Atlanta Strategic Action Plan (ASAP)
- Develop mechanisms that allow residents on fixed and low incomes to remain in their neighborhoods
- Outline how goals will be measured, prioritized and implemented
- The CTP should be a flexible, sustainable and “living document”
 - ❑ Build into all goals the flexibility to change as circumstances change
 - ❑ Link transportation with land use and zoning

Written Comments:

- Implement plan to ensure some funding comes from those who come into the city to work, eat and shop, but don't live in the city limits
- Ease to reach transportation – I live in the city, but have to drive to ride MARTA. Once I am in the car, I am most likely to continue in my car
- Thanks! I seek more meetings and more importantly information on:
 - ❑ plans
 - ❑ recommendation from your organization
- I am impressed with your approach and outreach to the public
- Invest in what is already there!
- Priority should be given to mix of uses, diversity, options of housing as well as transportation
- A transportation plan will never be successful without the constituents its attempting to serve
- Incorporate parks, neighborhood-scale development, civic amenities in this plan
- Walkable streets are essential. If you want to get people out of cars – widen sidewalks, separate from traffic and have interesting things to look at
- Mass transit must improve
- Atlanta's Traffic Engineering Department is either ineffective or incompetent:
 - ❑ Light timing
 - ❑ Turn lanes
 - ❑ Traffic lights

The results of the Facilitated Table Discussions are given below:

1. Provide Balanced Transportation Choices

- “Complete Streets” Walk, Bike, Transit, Car – in that order
- Better (pedestrian) connections
- Include trips other than peak hour commute
- Cross-town transit options
- Manage demand (e.g. telecommuting)
- World-class transit including regional suburban (commuter rail) trains; subways (beyond current MARTA)
- Destination (rather than “feeder”) buses
- Get over bias that local transit bus service is just for low income riders
- Neighborhood jitney/small vehicle shuttle
- Adequate parking for transit customers, not employees in area, at TODs
- Reuse/share railroad infrastructure
- Implement (1995) on-street bike plan
- Traffic engineering mindset: signal timing, curb cuts, turn lanes, i.e. to optimize transit, bikes

2. Orchestrate Regional Strategies

- Focus on unique characteristics and competitive advantages as the urban core (Atlanta)
- Define what is meant by “Orchestrate Regional Strategies”
- Recognize employment centers and the mobility needed to get to them so neighborhoods and employment centers can co-exist, i.e. tunneling from Cobb County to Buckhead Epicenter of mobility going away
- Mass Transit – focus on implementing strategies for 18-county region
- Identify common goals and strategies that everyone in the region can support. Develop mechanisms to implement those strategies and specific projects
- Build BeltLine Transportation Component simultaneously with other component and commit to rapid transit system

3. Prepare for Growth

- Appropriate growth for the surrounding neighborhood. Need proper transition from high-density to single-family neighborhoods
- Look at MARTA routes
- Allow some vertical growth
- Develop a grid
- Peachtree subway, etc
- Multi-modal station from suburbs to connect with
 - ❑ a subway under Peachtree from downtown to Brookhaven
 - ❑ other subway to routes will also be needed
- Coordinated regional transit
- Look at demographics
 - ❑ seniors, all-ages
 - ❑ impact on infrastructure

- Getting ahead of development that is coming, balanced between already built-up, congested areas and new or redeveloped areas in Southeast and Southwest Atlanta
- Need standards for parking decks
 - ❑ Screening
 - ❑ Materials
 - ❑ Mixed use

4. Maintain Fiscal Viability

- Public/Private Cooperation

5. Strive for Environmental Sustainability

- Streams
- Green space
- Air
- Protect animals – shifting of space due to construction. Design and protect them
- Storm water management – openness to new methods
- Relief from number of vehicles
- LEED – follow their guidelines

6. Preserve Single-family Neighborhoods

- Scale-edges of neighborhoods
- Improve the DRI Process
 - ❑ Enforce conditions
- Edge developments
 - ❑ Provide service access routes
- Develop scaled neighborhoods plans
- Provide neighborhood funding options that are flexible
- Provide incentives for mom/pop stores to remain in neighborhood
 - ❑ Streetlights
 - ❑ Sidewalks
 - ❑ Call boxes
 - ❑ Street signs
 - ❑ PED crossings
 - ❑ Bike lanes
- Provide more east-west corridors
- “Preserve Single-family Neighborhoods” might better read: “Preserve Residential Neighborhoods” or, simply, “Preserve Neighborhoods”
- Balanced Transportation is Good for Neighborhoods: Moving toward a balanced transportation system, in which proportionally fewer people drive, will help neighborhoods deal with increased automobile traffic associated with growth
- Slow Traffic: Traffic calming, where “cut-through traffic” can’t be avoided (for example, on primary streets that connect across neighborhoods), was universally seen as a necessary means to slow and neighborhoodize automobile traffic
- Make it Easier to Walk: Neighborhoods need to be more walkable; this is particularly important for access into and out of neighborhoods, and access to other land uses, such as commercial areas
- Manage the Edges: Preservation of neighborhoods, particularly single-family neighborhoods, means focusing new development into redevelopment corridors and transitioning back into neighborhoods; transitions may include the following: stepping down building heights; building service alleys between new development and

existing neighborhoods; carefully designing new roads to connect from existing areas across new development, and providing second outlets for automobiles.

- Mix Uses (Sometimes): A way to reduce the number of automobile trips is to make targeted land use changes within new neighborhoods; for example, designating neighborhood commercial nodes that residents can walk to, and locating commercial uses, such as grocery stores and pharmacies, in convenient locations at neighborhoods' edges.

7. Create Desirable Places

- Maintain historic character
- Context sensitive design
- Trees/forest
- Manage square foot ratio (sfr)
- Big city that feels like a small neighborhood
- Preserving natural resources
- Review tree ordinance policy to preserve neighborhood trees
- **Create walkable and safe sidewalks and bike faci?**
- Uniqueness/Diversity
- Complete street human scaled to the area
- Clean air/environment sensitive
- Destination – gathering places every 2,000
- Creating good neighborhood schools and parks
- Feature natural resources (creeks, etc.)
- Proportional streetscapes with natural materials
- Create small scale uses for neighborhood use
- Eliminate roadway barriers

GOALS DOT EXERCISE RESULTS

Goal	#	%
Provide Balanced Transportation Choices		
Orchestrate Regional Strategies		
Prepare for Growth		
Maintain Fiscal Viability		
Strive for Environmental Sustainability		
Preserve Single-Family Neighborhoods		
Create Desirable Places		
Total		

**Public Work Sessions
Outreach District 4 Southwest
Quality Living Services Senior Center
December 4, 2007
Meeting Summary**

Public Meeting Attendees – 20 (including Councilperson Clair Muller)

COA Staff Attendees

- James Shelby
- Heather Alhadeff
- Michael Fleming
- Phillip Harris
- Shelley Peart
- Jeffrey Williams

Project Team Attendees

- John Funny
- Paul Moore
- Grady Smith
- Morris Dillard
- Theodore Williams
- Gordon Burkette
- Roger Dottin

Deputy Commissioner James Shelby opened the meeting, welcomed everyone and gave a brief overview of the CTP process. He introduced Heather Alhadeff, City of Atlanta Project Manger, who thanked everyone for their participation and provided more details for the CTP process. She then introduced Paul Moore, Project Team Manager, who outlined the meeting structure and presented the PowerPoint presentation on the study. Following the presentation, P. Moore then turned the meeting over to John Funny, ATPG, Managing Partner, who led the facilitated discussion of the seven project goals given below:

- Provide balance transportation choices
- Orchestrate regional Strategies
- Prepare for growth
- Maintain fiscal viability
- Strive for environmental sustainability
- Preserve single-family neighborhoods
- Create desirable places

The summary of the discussion points is given below:

Facilitated Group Discussion

- Define dimensions of balanced transportation
 - ❑ Geographic
 - ❑ Age - senior
 - ❑ technology
- Transit system in city is not balanced
 - ❑ BeltLine will not serve this area (Outreach District 4 Southwest)
- Define orchestrate and region in the Regional Strategy goal
 - ❑ Atlanta is the driver of growth in GA
 - ❑ Atlanta needs to coordinate with counties in the region
- Need documentation on CTP – “paperwork”
 - ❑ Hand-outs
 - ❑ Presentation on website
- Preserve neighborhoods including people, feel, character and dynamics
- Balanced transportation should include smaller buses or jitneys: more frequent service
 - ❑ Also other modes such as bicycles and motorcycles
 - ❑ Bicycle wayfinding signage to destinations and connections
- Define “desirable places”
 - ❑ Transit, streetscape, bike paths, public safety
 - ❑ Pick-up trash at bus stops
 - ❑ Maintain existing infrastructure
- Open houses to educate folks and to show our success
- Environmental sustainability
 - ❑ Not just mobility, but also health considerations
 - ❑ Air quality – give incentives for transit use (merchants contribution)
 - ❑ Bad air on Southside
 - ❑ Trash in public area problematic
- CTP - Twenty-five year plan
 - ❑ Tailor needs to local communities
 - ❑ Break up plan recommendations into increments (e.g. short, mid and long range/5, 10 and 15+ years)

The results of the Facilitated Table Discussions are given below:

1. Provide Balanced Transportation Choices

- Sidewalks promote
- Like bike trails, but must be connected to larger system
- Connect sidewalks/bike paths to a desirable destination. Having them lead nowhere discourages use.
- Incorporate successful aspects of Silver Comet, Atlantic Station, Little 5 Points and other “distinguished” communities where appropriate.
- BeltLine stops should be quaint and community specific, non-intrusive and somewhere you would go even if you are not using the BeltLine (e.g. Train Depot at Emory)

2. Orchestrate Regional Strategies

- If it comes through Atlanta, Atlanta has leadership role

- Focus on leadership roles of Atlanta
- Focus on different modes of transportation versus one-lump goal

3. Prepare for Growth

- Cascade – severe traffic; two new light have helped. Sunday church major impact
- Campbellton and Fairburn Road growing problem
- Future live, work, play developments to provide financial input to the infrastructure (roads, transportation, etc.)
- Turn W. Peachtree into linear part and have trolley
- Make sure that all modes of transportation pay a part of the communities' development
- Make more than sidewalks the developer's responsibility to the community for building subdivisions
- Barge Road need sidewalks from Fairburn end (Senior Citizen High-rise)
- Fairburn Road sidewalks entire length bus connections need/require > sidewalks
- Greenbriar Initiative and Campbellton Road Plans (big focus on number of lanes)
- Trolley down Cascade – connect to new station to Downtown
- MARTA Station (new) near CampCreek Parkway
- Trolley down Campbellton → Downtown

4. Maintain Fiscal Viability

- Avoid having all of our plans and efforts fall prey to funding shortfalls from the municipality
- Focus on corporate and community and civic sponsorships to keep projects moving forward

5. Strive for Environmental Sustainability

- No comments

6. Preserve Single-family Neighborhoods

- New neighborhood/community developments should integrate into a bigger transportation plan (bike paths, sidewalks, "golf cart paths", roads and transit)
- OUTREACH IN COMMUNITIES about bicycling and walking
- Safe routes to schools and parks
- Literature about transportation safety
- "Preserve Single-family Neighborhoods" might better read: "Preserve Residential Neighborhoods" or, simply, "Preserve Neighborhoods"
- Balanced Transportation is Good for Neighborhoods: Moving toward a balanced transportation system, in which proportionally fewer people drive, will help neighborhoods deal with increased automobile traffic associated with growth
- Slow Traffic: Traffic calming, where "cut-through traffic" can't be avoided (for example, on primary streets that connect across neighborhoods), was universally seen as a necessary means to slow and neighborhoodize automobile traffic
- Make it Easier to Walk: Neighborhoods need to be more walkable; this is particularly important for access into and out of neighborhoods, and access to other land uses, such as commercial areas
- Mind the Edges: Preservation of neighborhoods, particularly single-family neighborhoods, means focusing new development into redevelopment corridors and transitioning back into neighborhoods; transitions may include the following: stepping down building heights; building service alleys between new development and

existing neighborhoods; carefully designing new roads to connect from existing areas across new development, and providing second outlets for automobiles.

- Mix Uses (Sometimes): A way to reduce the number of automobile trips is to make targeted land use changes within new neighborhoods; for example, designating neighborhood commercial nodes that residents can walk to, and locating commercial uses, such as grocery stores and pharmacies, in convenient locations at neighborhoods' edges.

7. Create Desirable Places

- No comments

General Comments (no specific category)

- Modes of public transit should lead the way in alternative fuels
- Use their successes to advertise individual consumption in the same way
- Do not allow greenspaces to disappear in the name of growth, but to expand because of it
- Encourage "oil companies" turning a massive profit from Atlanta's traffic and fuel use to sponsor greenspaces and other social gathering areas (good advertisement)

GOALS DOT EXERCISE RESULTS

Goal	#	%
Provide Balanced Transportation Choices		
Orchestrate Regional Strategies		
Prepare for Growth		
Maintain Fiscal Viability		
Strive for Environmental Sustainability		
Preserve Single-Family Neighborhoods		
Create Desirable Places		
Total		

**Public Work Sessions
Outreach District 1 Northwest
Radcliffe Presbyterian Church
December 6, 2007
Meeting Summary**

Public Meeting Attendees – 16

COA Staff Attendees

- Steven Cover
- Jennifer Hammond
- Heather Alhadeff
- Michael Fleming
- Phillip Harris
- Shelley Peart
- Jeffrey Williams
-

Project Team Attendees

- John Funny
- Paul Moore
- Morris Dillard
- Theodore Williams
- Gordon Burkette
- Roger Dottin

Commissioner Steven Cover opened the meeting, welcomed everyone and gave a brief overview of the CTP process. He introduced Heather Alhadeff, City of Atlanta Project Manger, who thanked everyone for their participation and provided more details for the CTP process. She then introduced Paul Moore, Project Team Manager, who outlined the meeting structure and presented the PowerPoint presentation on the study. Following the presentation, P. Moore then turned the meeting over to John Funny, ATPG, Managing Partner, who led the facilitated discussion of the seven project goals given below:

- Provide balance transportation choices
- Orchestrate regional Strategies
- Prepare for growth
- Maintain fiscal viability
- Strive for environmental sustainability
- Preserve single-family neighborhoods
- Create desirable places

The summary of the discussion points is given below:

Facilitated Group Discussion

- Define what type of growth we must plan for
 - Population
 - Business
- Define desirable places
 - Safety
 - Healthy
 - Mixed-use
 - Walkable
- Define relationship CTP and BeltLine project
- Address likelihood of a tax increase as a result of the CTP
- Transportation balance must address all segments of the population (seniors)
- Consider truck/freight requirements
 - Big trucks
 - Reassess truck routes (based on the 1960s)
 - Trucks on non-truck routes (in NPU C)
 - Design, size and placement of signs
 - More prominent street numbers
- Safety considerations
 - Lighting
 - Signage – clear signs and at appropriate locations
 - Bus stops in safe locations for people to stand and more passenger shelters
 - Streets are not bicycle or motorbike friendly. Need to improve the culture for bikes
- Sidewalk considerations
 - Analyze cost of sidewalks. Good sidewalks are being replace while some areas do not have any sidewalks
 - Sidewalks need to be on both sides of streets. Involve abutting jurisdictions and agencies to review their work so that we can orchestrate regional strategies consistent with Atlanta’s urban context and affordability
- Conduct peer cities’ analysis of transportation systems of major international cities

GOALS DOT EXERCISE RESULTS

Goal	#	%
Provide Balanced Transportation Choices		
Orchestrate Regional Strategies		
Prepare for Growth		
Maintain Fiscal Viability		
Strive for Environmental Sustainability		
Preserve Single-Family Neighborhoods		
Create Desirable Places		
Total		

**Public Work Sessions
Outreach District 3 Northeast
St. Luke Episcopal Church
December 10, 2007
Meeting Summary**

Public Meeting Attendees – 43 (including Councilpersons Kwanza Hall and Clair Muller)

COA Staff Attendees

- Steven Cover
- Heather Alhadeff
- Michael Fleming
- Jennifer Hammond
- Phillip Harris
- Shelley Peart
- Jeffrey Williams

Project Team Attendees

- John Funny
- Paul Moore
- Grady Smith
- Morris Dillard
- Theodore Williams
- Gordon Burkette
- Roger Dottin
- Dan McGee

Commissioner Steven Cover opened the meeting, welcomed everyone and gave a brief overview of the CTP process. He introduced Heather Alhadeff, City of Atlanta Project Manager, who thanked everyone for their participation and provided more details for the CTP process. She then introduced Paul Moore, Project Team Manager, who outlined the meeting structure and presented the PowerPoint presentation on the study. Following the presentation, P. Moore then turned the meeting over to John Funny, ATPG, Managing Partner, who led the facilitated discussion of the seven project goals given below:

- Provide balance transportation choices
- Orchestrate regional Strategies
- Prepare for growth
- Maintain fiscal viability
- Strive for environmental sustainability
- Preserve single-family neighborhoods
- Create desirable places

The summary of the discussion points is given below:

Facilitated Group Discussion

- Define what is meant by balanced choices
 - ❑ Income levels
 - ❑ More places of diversity and character
 - ❑ Consider if “balanced” help racism throughout the city
- Consider affordability and accountability in the planning process
 - ❑ Cost of living is getting out of control and the city is losing intellectual capital
 - ❑ Residents should not have to physically go to City Hall to get something done
- Need to define environmental sustainability
 - ❑ Combine fiscal sustainability, environmental sustainability and social sustainability
 - ❑ Consider changing strive (too mild) to maintain and improve
- Translate goals into specific projects
 - ❑ Consider tax issues i.e. BeltLine, TAD and Peachtree Streetcar
- Desirable places
 - ❑ Consider walkability for those with physical challenges – Atlanta is the worst City regarding walkability
- Balanced choices revisited
 - Does balance mean equal
 - Change balance to multi-modal
- Add a goal to maintain, preserve and improve the existing infrastructure system

The results of the Facilitated Table Discussions are given below:

1. Provide Balanced Transportation Choices

- Need same level of attention for all modes throughout all areas of the city
- Better transit connectivity
- More seamless transit needed (less transfers or broader transfer times)
- More frequency of service – especially on weekends
- Better signalization and timing/coordination needed on roadways
- More parallel facilities for major arterials
- Better transit coverage
- More safe bicycling needed
- Better bicycle and pedestrian connectivity to and from transit
- Peer review needed from other cities (i.e. Portland)
- Planning needed to accommodate commuter rail/regional planning projects (i.e. Brain Train, commuter rail, etc.)

- Improve safety/cleanliness of MARTA system
- Investigating more flexible options such as Flex car (demand-related service)
- Better parking management
- Better parking facilities at MARTA stations
- Better wayfinding – especially to transit facilities

2. Orchestrate Regional Strategies

- Recognize Atlanta as Center of Region and Hub for transit
- Cannot over pursue TOD that brings more people into City
- Improve multi-modal connectivity from center to outer bounds of region
- Should look at regional plans in conjunction with COA plans; connectivity to region is critical. Transition/interface of local and regional system to function as one holistic system
- Political and legislative strategies in addition to transportation strategies; local, state and federal consistence
- Regional consensus on major transportation initiatives so not to split funding. Atlanta should take leadership role
- Peer communities – select more appropriate examples. There is a challenge with Atlanta’s terrain
- Rephrase Orchestrate to Support Regional Strategies
- Reconsider the use of “Orchestrate” (one could think of being dictated or directed – one may think of it as being “underhanded”). Perhaps “Develop”
- Ensure that needs of regional commuters (non COA) are met when they come into COA – see the 4th bullet in this section). Example: Park/ride lots at intersect points for those that did not drive to the city
- Need political will to tax ourselves to make it work. If not, we remain stymied. Need leaders to step up and take the lead.

3. Prepare for Growth

- Stronger working instead of “prepare”. Example:
 - ❑ Shaping
 - ❑ Controlling
 - ❑ Planned
- Focus project implementation
 - ❑ Coordinate among differing entities (agencies, public, private, etc)
- Need “Transportation” in goal statement
- Mixed-use projects/developments not centered around transit
- New connections focused on transit connection
- Growth issues for retrofit and new development
- Better east/west mobility
- DRI program to guide growth and credit for environmental sustainability. Concentrate growth in appropriate areas with other programmatic benefits
 - ❑ Low income housing credits
 - ❑ Wetlands
 - ❑ environmental
- Greater variety of products
 - ❑ Housing
 - ❑ Retail
- Greater mobility/accessibility to established neighborhoods
- Build vertically

- Transit first (heavy rail)
- Heavy rail overlooked by negative perception of MARTA system
- Cut-through and speed on local neighborhood streets
- Use existing facilities in more coordinated manner
 - ❑ Signal timing
- Must have concrete, more specific goals

4. Maintain Fiscal Viability

- Peachtree trolley should be financed and supported by those who are beneficiaries
- Impact fees too low; should be used to fund transit improvements. Transportation amenities will be driven by development. City retains land and leases it where these investments are perceived and need to be more aggressive in getting these nodes build-out, as planned. Private/public partnerships might become disconnected from public involvement processes
- Development of these modes be done to create greater public attractiveness and functionality of these plans or programs to enhance effective circulation relative to neighborhoods that are served
- Make the bus go faster – dedicate a lane, goes faster than traffic = more riders
- More regional funding for MARTA and State. Atlanta is the big diamond in the GA crown
- Funding mechanisms do not provide dollars to specific transportation improvements (e.g. gasoline tax...) that are truly balanced

5. Strive for Environmental Sustainability

- Reduce emissions
- Reduce vehicular congestion
- Permeability
- Renewable energy/energy conservation
- Increase greenspace and multiuse paths
- Provide outdoor recreation/encourage active lifestyles
- Take full use of natural resources and protect
- Minimize water usage

6. Preserve Single-family Neighborhoods

- Evaluate thresholds for traffic studies
- Speeds that respect neighborhoods
- Accessible, frequent, connected transit
- Bicycle options
- Walkability into and out of neighborhood
- Traffic calming – not just speed bumps
- Look to Ponce/Moreland Study
- Look at municipal parking in commercial areas
- Look at shared parking
- Cityside Walk Policy – City should maintain
- Inter-parcel pedestrian/bike connections
- Make streets beautiful – trees and flowers

7. Create Desirable Places

- Changing the mindset of Atlanta citizen to accept other modes of transportation
- Proactive planning

- Taxi system
- Bike system
- Implement more greenspace
- Create neighborhood shops
- Diversity, income, racial mix
- Reassess zoning laws to allow shop with housing above
- Create parking strategies for transit support and to support development
- Create safety for pedestrians
- Provide a balanced system for motorized and non-motorized user
- Update street designs to balance development
- Enforce alternative modes to support and connect to transit
- Developers shall be responsible for creating a desirable place
- Retail mix
- Scaled development
- Capture historical nature
- City should require developers to develop a plan and implement without lot being an eye sore
- Outdoor venue
- Attractive events
- Art attraction
- Encourage connection between development
- Financial viability/creative funding
- Government (City) needs to be stronger to create desirable places
- Government should maintain competence and accountability
- Strengthen government, business and neighborhood relationship

GOALS DOT EXERCISE RESULTS

Goal	#.	%
Provide Balanced Transportation Choices		
Orchestrate Regional Strategies		
Prepare for Growth		
Maintain Fiscal Viability		
Strive for Environmental Sustainability		
Preserve Single-Family Neighborhoods		
Create Desirable Places		
Total		

**Public Work Sessions
Outreach District 7 Southside
John C. Birdine Neighborhood Center
December 11, 2007
Meeting Summary**

Public Meeting Attendees – 12 (including Councilpersons Joyce Sheperd and Carla Smith)

COA Staff Attendees

- James Shelby
- Heather Alhadeff
- Michael Fleming
- Phillip Harris
- Jeffrey Williams

Project Team Attendees

- John Funny
- Paul Moore
- Grady Smith
- Morris Dillard
- Theodore Williams
- Gordon Burkette
- Roger Dottin

Deputy Commissioner James Shelby opened the meeting, welcomed everyone and gave a brief overview of the CTP process. He introduced Heather Alhadeff, City of Atlanta Project Manger, who thanked everyone for their participation and provided more details for the CTP process. She then introduced Paul Moore, Project Team Manager, who outlined the meeting structure and presented the PowerPoint presentation on the study. Following the presentation, P. Moore then turned the meeting over to John Funny, ATPG, Managing Partner, who led the facilitated discussion of the seven project goals given below:

- Provide balance transportation choices
- Orchestrate regional Strategies
- Prepare for growth
- Maintain fiscal viability
- Strive for environmental sustainability
- Preserve single-family neighborhoods
- Create desirable places

The summary of the discussion points is given below:

Facilitated Group Discussion

- Consider impacts of roadway construction on bus stops
 - ❑ Maintain and replace bus stops
 - ❑ Install more passenger shelters
- Safety enforcement
 - ❑ Enforce crosswalk regulation
 - ❑ Enforce school zone regulation
- Ensure equity of investment in all geographical areas
- Incorporate input that has been provided in numerous previous planning efforts – CDP, ASAP and NPU
 - ❑ Tired of waiting for previous recommendation to be implemented – too many plans and not enough action
- Non Atlanta commuters from the expressways are flooding local streets
 - ❑ Need to intersect traffic from the freeway and put on transit, i.e. need more park/ride lots
- Include transit funding in regional strategy
- Focus on existing warehouse areas for revitalization
- Create desirable places
 - Take into account the unique characteristics of neighborhoods (i.e. character in the planning process)
 - Age-in-place/life cycle needs
 - Lighting
 - Adequate water resources
- Consider the needs of seniors
- Improve existing transit services
 - ❑ Reliable and timely transit
 - ❑ Bus frequency changes
 - ❑ Cross town service
 - ❑ Tailor transit buses to characteristic of neighborhood – small buses on local streets and large buses on major arterials
 - ❑ Trolley/street car
 - ❑ Analyze impact of on-street parking versus MARTA Bus operation
 - ❑ Free transit for seniors

Written Comment

- Electric Street Cars – (saves energy). Thirty-two cities in U.S. still have them.

GOALS DOT EXERCISE RESULTS

Goal	#	%
Provide Balanced Transportation Choices		
Orchestrate Regional Strategies		
Prepare for Growth		
Maintain Fiscal Viability		
Strive for Environmental Sustainability		
Preserve Single-Family Neighborhoods		
Create Desirable Places		
Total		

**Public Work Sessions
Outreach District 6 Intown South
Morehouse College
December 12, 2007
Meeting Summary**

Public Meeting Attendees – 20 (including Councilpersons Clair Muller and Carla Smith)

COA Staff Attendees

- Steven Cover
- Heather Alhadeff
- Michael Fleming
- Phillip Harris
- Shelley Peart
- Jeffrey Williams

Project Team Attendees

- John Funny
- Paul Moore
- Morris Dillard
- Theodore Williams
- Gordon Burkette
- Roger Dottin
- Audra Marion

Commissioner Steven Cover opened the meeting, welcomed everyone and gave a brief overview of the CTP process. He introduced Heather Alhadeff, City of Atlanta Project Manger, who thanked everyone for their participation and provided more details for the CTP process. She then introduced Paul Moore, Project Team Manager, who outlined the meeting structure and presented the PowerPoint presentation on the study. Following the presentation, P. Moore then turned the meeting over to John Funny, ATPG, Managing Partner, who led the facilitated discussion of the seven project goals given below:

- Provide balance transportation choices
- Orchestrate regional Strategies
- Prepare for growth
- Maintain fiscal viability
- Strive for environmental sustainability
- Preserve single-family neighborhoods
- Create desirable places

The summary of the discussion points is given below:

Facilitated Group Discussion

- Incorporate input from previous studies on regional strategies
- Enhance existing systems for example, MARTA is barely surviving and does not adequately serve all neighborhoods. This relates to fiscal sustainability
- Sustain existing transit system to serve a 24-hour City
- Define ways to convince people outside of Atlanta to work together
 - ❑ Plan A - defined elements that can be controlled by the City
 - ❑ Plan B – defined elements that the City can influence and convince those outside to work together
 - ❑ Plan C – define elements in which the City can opine
 - ❑ Change is difficult, but it can be good
 - ❑ Must consider the legacy of racism in planning and decision making
- Need for action – there are too many plans. There is a need to balance planning and to move on to get something done
 - ❑ Sustainability – not much time to get things done because of health problems, particularly bad air
- Define the planning area (City of Atlanta plus 3 miles beyond)
- Review legal aspects of what we can do
 - ❑ If we put people on the street, we must be able to protect
 - ❑ Define if the City has the requirements for developers to address transportation (DIR on regional basis and transportation impact studies on local basis)
 - ❑ Define City goals that developers are expected to meet (expected product of CIP will be a map book for developers to use)
- Create desirable places
 - ❑ Create economic space for people interact
 - ❑ Vending laws are inadequate – street vending discourage walkers
 - ❑ Encourage active street life
 - ❑ Bike racks on every corner
 - ❑ Flexible bicycle program (bike rental program)
 - ❑ Investigate appropriateness of use of golf carts
 - ❑ Investigate creative attractions – in-town fishing holes
- Citizens want to be safe in their neighborhoods
 - ❑ Improve lighting
 - ❑ Increase police presence
 - ❑ Monitor developers actions
 - No cul-de-sac
 - Review security measures that limit access
 - One-way streets
- Develop and recommend educational program for policy makers regarding CTP recommendations
 - ❑ Enhance mobility
 - ❑ Improve connectivity between communities
 - ❑ Political will to make recommendations top priority
- Development incentives
 - ❑ TOD
 - ❑ Central shopping area near rail
- Consider special dimensions of governmental buildings
 - ❑ Decentralize, but keep within waking distance

GOALS DOT EXERCISE RESULTS

Goal	#	%
Provide Balanced Transportation Choices		
Orchestrate Regional Strategies		
Prepare for Growth		
Maintain Fiscal Viability		
Strive for Environmental Sustainability		
Preserve Single-Family Neighborhoods		
Create Desirable Places		
Total		

**Public Work Sessions
Outreach District 5 Eastside
Georgia Hill Neighborhood Center
December 13, 2007
Meeting Summary**

Public Meeting Attendees – 25 (including Councilpersons Clair Muller and Carla Smith)

COA Staff Attendees

- James Shelby
- Heather Alhadeff
- Michael Fleming
- Phillip Harris
- Shelley Peart
- Jeffrey Williams

Project Team Attendees

- Paul Moore
- Morris Dillard
- Gordon Burkette
- Roger Dottin

Deputy Commissioner James Shelby opened the meeting, welcomed everyone and gave a brief overview of the CTP process. He introduced Heather Alhadeff, City of Atlanta Project Manger, who thanked everyone for their participation and provided more details for the CTP process. She then introduced Paul Moore, Project Team Manager, who outlined the meeting structure and presented the PowerPoint presentation on the study. Following the presentation, P. Moore then turned the meeting over to John Funny, ATPG, Managing Partner, who led the facilitated discussion of the seven project goals given below:

- Provide balance transportation choices
- Orchestrate regional Strategies
- Prepare for growth
- Maintain fiscal viability
- Strive for environmental sustainability
- Preserve single-family neighborhoods
- Create desirable places

The summary of the discussion points is given below:

Facilitated Group Discussion

- Partnerships
- Incorporate existing plans
- Funding
- City sponsored transit
- Restructure MARTA scheduling
- Maintain downtown as cultural center
- Functionality (new goal)
- Regional strategy – scale/detail
- Safe balanced and connected choices
- Maintain existing infrastructure
- Technology – ITS
- Projects – be realistic – concentrate on what can be implemented
- Parking policies
- Economic plans – what is the city doing to attract new businesses
- ASAP (CDP) role
- Lack of sidewalks, street lights, PED facilities
- Projects needed that deal with issues in a 5, 10 year time frame, flexible designs
- Communication between departments/share plans
- Environmental sustainability and (add) flexibility factor
- Shared parking
- Negative impacts on corridors → displacement

Written Comments

- Need Area Master Plans (to the level of the BeltLine study groups, at least)
 - ❑ Areas of Town (i.e. the gultch, turner parking lots, midtown, etc.)
 - ❑ From/by independent consultants to avoid one mind set
- The idea of kick-off linked to giving a picture of our history was great! Not too much to “do” too soon or too early – this created a good foundation

The results of the Facilitated Table Discussions are given below:

1. Provide Balanced Transportation Choices

- Regional rail important
- Rehab old AJC building into transit
- Peachtree streetcar needs to be along 4-lane road to get sufficient ridership
- Better connectivity inner city and more frequency. Everything should not connect downtown
- Connect to larger cities via high speed rail – Augusta, Macon, Columbus airports
- Major terminals in for connection in strategic points of the metro area
- State funding needed for transportation (not only roads)

2. Orchestrate Regional Strategies

- City’s transportation plan should incorporate and/or compliment a regional transportation plan

3. Prepare for Growth

- Atlanta should consider a new way to fund transportation expenses (roads, transit, etc.) that is more equitable and takes future growth into consideration. A new formula that gives Atlanta a bigger share of state taxes

4. Maintain Fiscal Viability

- Consider same way (toll?) for non-city residents to help pay for the city resources they use regularly. There is an unfair burden placed on areas less affluent to pay for things like transit, roads, etc.

5. Strive for Environmental Sustainability

- Increased gas tax
- Sustainable neighborhood development (mixed-use)

6. Preserve Single-family Neighborhoods

- Better accessibility in neighborhoods by driving, sometimes
- Safe accessibility
- Neighborhood scale buses
- More walkable between neighborhoods and other areas

7. Create Desirable Places

- Greater diversity in economic development projects within more neighborhoods
- Preserve greenspaces in neighborhood development initiatives/projects
- Plan neighborhoods that are fairly self-sufficient and have vital services
- Facilitate access to transportation
 - Safety
 - Sidewalks
 - Lighting
 - Connectivity to other transportation

GOALS DOT EXERCISE RESULTS

Goal	#	%
Provide Balanced Transportation Choices		
Orchestrate Regional Strategies		
Prepare for Growth		
Maintain Fiscal Viability		
Strive for Environmental Sustainability		
Preserve Single-Family Neighborhoods		
Create Desirable Places		
Total		

***Planning Workshop—Northside & Northwest
Georgia Pacific Center Auditorium
February 11-14, 2008
Meeting Summary***

Public Meeting Attendees – 100

COA Staff Attendees

- Steven Cover
- Heather Alhadeff
- Michael Fleming
- Jennifer Hammond
- Phillip Harris
- Shelley Peart
- Jeffrey Williams

Project Team Attendees

- John Funny
- Paul Moore
- Grady Smith
- Morris Dillard
- Theodore Williams
- Gordon Burkette
- Roger Dottin

The planning workshops were held over a 4 day period, Monday through Thursday, from 10:00 am to 8:00 pm daily. The Kick-off and Recap meetings were held from 6:30 pm through 8:00 pm on Monday and Thursday, respectively. The results of the four-day workshop were incorporated in the Northside & Northwest Workshop Wrap-up as presented on the website and are incorporated by reference.

***Planning Workshop - Southwest
Adamsville Recreation Center
February 25-28, 2008
Meeting Summary***

Public Meeting Attendees – 51

COA Staff Attendees

- Heather Alhadef
- Phillip Harris
- Shelley Peart
- Jeffrey Williams

Project Team Attendees

- John Funny
- Paul Moore
- Grady Smith
- Theodore Williams
- Gordon Burkette
- Roger Dottin

The planning workshops were held over a 4 day period, Monday through Thursday, from 10:00 am to 8:00 pm daily. The Kick-off and Recap meetings were held from 6:30 pm through 8:00 pm on Monday and Thursday, respectively. The results of the four-day workshop were incorporated in the Southwest Workshop Wrap-up as presented on the website and are incorporated by reference.

***Planning Workshop – Intown South & Southside
Atlanta Metropolitan College
March 10-13, 2008
Meeting Summary***

Public Meeting Attendees – 43

COA Staff Attendees

- Heather Alhadeff
- Phillip Harris
- Shelley Peart
- Jeffrey Williams

Project Team Attendees

- Paul Moore
- Theodore Williams
- Gordon Burkette
- Roger Dottin

The planning workshops were held over a 4 day period, Monday through Thursday, from 10:00 am to 8:00 pm daily. The Kick-off and Recap meetings were held from 6:30 pm through 8:00 pm on Monday and Thursday, respectively. The results of the four-day workshop were incorporated in the Intown South & Southside Workshop Wrap-up as presented on the website and are incorporated by reference.

***Planning Workshop – Northeast & Eastside
City Hall East
March 25-27, 2008
Meeting Summary***

Public Meeting Attendees – 103

COA Staff Attendees

- Heather Alhadef
- Phillip Harris
- Shelley Peart
- Jeffrey Williams

Project Team Attendees

- John Funny
- Paul Moore
- Theodore Williams
- Gordon Burkette
- Roger Dottin

The planning workshops were held over a 4 day period, Monday through Thursday, from 10:00 am to 8:00 pm daily. The Kick-off and Recap meetings were held from 6:30 pm through 8:00 pm on Monday and Thursday, respectively. The results of the four-day workshop were incorporated in the Northeast & Eastside Workshop Wrap-up as presented on the website and are incorporated by reference.

**Public Meeting
Northside – NPUs A, B, C & D
Peachtree Road United Methodist Church
June 16, 2008
Meeting Summary**

Public Meeting Attendees – 37

COA Staff Attendees

- Heather Alhadeff
- Phillip Harris
- Shelley Peart
- John Roberson
-

Project Team Attendees

- Paul Moore
- Morris Dillard
- Gordon Burkette
- Wade Carroll
- Marian Clements
- Roger Dottin

Summary of General Discussion Points

- Comparison of Westside revitalization to Winter Park, Florida's revitalization – not a good one
- Transit agreement with MARTA and GRTA needed to better serve the City as a part of this plan
- Working relationship needed with GDOT Public Works to develop bike system plan
- Slow down traffic on West Peachtree and Spring streets
- Lack of access to Buckhead from Cobb County resulting in neighborhoods swamped with cut-thru traffic. Plan does not fix this problem
- West Peachtree Road is the only east-west connector
- Connectivity issues - Blackland Road off from Piedmont Road. Ensure that this connectivity is not cut-off
- Traffic light signals needs to be reviewed especially at Powers Ferry and Roswell Road
- No effort from City to direct TAD dollars to projects to correct east-west connectivity problems
- Impact fee structure need revising so that fees can be used in areas where it was not generated
- How to generate tax dollars for the city
- Mass transit needed to eliminate congestion given the projections for more cars with fuel costs and other factors affecting the choices
- Traffic signaling for the physically impaired

- What is impact of GA 400 on Buckhead especially where traffic backs up to get on Piedmont Rd
- Reduce gridlock and improve pedestrian friendly solutions
- Langhorn project is a neighborhood citizens' solution and not a city-wide solution like is needed in Buckhead
- Perception of CTP as a BeltLine support transportation plan rather than a city-wide transportation plan
- CTP – How is the project funded
- Add shuttles and van pools to the evaluation
- MARTA should be state funded

Written Comments

- I brought up the concept of North side being a critical project with reducing gridlock being critical. Weighting (of problems); not all objectives are equal – process needs to identify what problems need to be solved. Bike Paths – add to Midtown first given more youthful population and more likelihood they will use it. Bus concept – consider smaller scale buses versus the mega buses currently in play as the only option. Increase frequency of transport via buses. Smaller buses running more often. Serve hub on short runs since most of the public will not do a 10 minute walk. Run MARTA more on weekends for visitors to the City who see it as insufficient otherwise.
- The streets near downtown and Midtown need to be wider for joggers and bikers especially near Chastain Park. Also we need more traffic lights everywhere. More buses need to run more often. Also more walkable streets and neighborhoods. Also more police to help traffic moving.
- Sidney Marcus Blvd northbound from Piedmont is often a nightmare in the afternoon. To get through this quagmire, many motorists, including myself, literally turn from Piedmont onto Miami Circle, go through the Michael's/Marshall's parking lot, go straight across Sidney Marcus into the Home Depot/Waffle House parking lot then down the ramp near Target, straight across behind the QT into the old Home Depot lot, and back out onto Sidney Marcus, right by GA-400. It is ludicrous to have to do this to get from Piedmont to Buford Hwy. I'm telling you: Sidney Marcus can be a nightmare. All the GA-400 cars dump out there and just will not let traffic move from Piedmont during afternoon rush hour.

Public Meeting
Southwest – NPUs H, I, P, Q & R
Cascade United Methodist Church
June 17, 2008
Meeting Summary

Public Meeting Attendees – 12

COA Staff Attendees

- James Shelby
- Shelley Peart

Project Team Attendees

- Paul Moore
- Gordon Burkette
- Roger Dottin

Summary of Discussion Points

- General Discussion
 - Relationship of Comprehensive Transportation Plan to Vision 2020
 - How to make transit a way of life as in Northeast
 - Propose more streets with multiple functions with more direct circulation of buses
 - Expressways were designed for the 50s that totally excluded neighborhood street design in suburban way – drive fast and upset with anything that impedes speed
 - City-wide Bicycle Plan needed
 - Ensure that Atlanta's Comprehensive Development Plan include projects from all studies – CTP, LCIs, Corridor and etc. – that will be prioritized/ranked
 - What is in-place to ensure that the CTP will not be out-of-date in a few years
 - Presentation should be on the website
 - Length of evaluation process with the decision makers before next meetings are held to roll out the preliminary project rankings
- Evaluation Criteria
 - The evaluation process seems okay
- Funding and Implementation
 - Ideally transit should pay for transit
 - Consider revenue sharing with State
 - Use of TAD as a primary source of funding

Public Meeting
Northwest – NPUs G, J, K & L
Adamsville Recreation Center
June 24, 2008
Meeting Summary

Public Meeting Attendees – 16

COA Staff Attendees

- Heather Alhadeff
- Shelley Peart
- John Roberson

Project Team Attendees

- Paul Moore
- Roger Dottin

Summary of Discussion Points

- General Discussion Points
 - Staff should have physically challenged staff persons in wheelchairs travel the city to be aware of the needs
 - What comes first density or transit
 - Visioning is good. The study connects the entire city. need to ensure dollars are distributed equally among four quadrants
 - Priorities should include a review of traffic from other counties that results in neighborhood street congestion
 - The widening of street including increasing the number of lanes tend to speed traffic on a well-connected grid
 - Study should address truck routes and neighborhood cut-thru traffic. Marietta Street, Perry Boulevard, Peyton Road – traffic calming devices is needed along with streetscape to calm traffic. Traffic should be kept on State routes
 - Streetscape on Langhorn raises several issues: maintenance of green space, traffic nuance from people hanging out and narrowing width due to underutilization
- Funding and Implementation
 - Availability of federal funding for City
 - Parking taxes creates an additional burden on the overtaxed
 - Consider tolls as a funding option
 - Highways with limited access that Atlanta does not control
 - Are parking fees at MARTA stations being considered
 - Feasibility of parking stickers and fees for people that live outside of city
 - Local income tax option should be on table
 - Not in favor of parking tax since the residents will subsidize non-residents
 - Want tolls on major thru fares such as Northside, Hollowell and etc
 - Not enough done to get money from the state
 - Final approving authority for this plan and schedule for adoption

Written Comment

- There is a plan in store to have additional CCT service along Veterans Memorial Hwy/ Hollowell Pkwy to connect into Atlanta Industrial Parkway terminus before the end of the year – it may be paid for with Job Access/Reverse Commute Federal Funds. We are in the process of applying for the transit grant. Contact info:
 - Name: L. Stokes
 - Email: larry-stokes@cobbcounty.org
 - Phone: 770-528-1665

***Public Meeting
Southwest – NPUs X, Y & Z
Cleveland Avenue Library
June 25, 2008
Meeting Summary***

Public Meeting Attendees – 15

COA Staff Attendees

- Heather Alhadeff
- John Roberson

Project Team Attendees

- John Funny
- Gordon Burkette
- Roger Dottin

Summary of Discussions Points

- General Discussion
 - Transportation plan does not stimulate the development of sections of the city such as Greenbriar that has become depositories for low income people
 - Transit includes light rail, bus rapid transit and heavy rail, but not cars
 - Issue with transit used to deal with density. Feel the culture will not change the attitude of the driver since Atlanta is so spread out
 - Creation of a standard street design for the city
 - Presentation should represent actual and not idealized conditions, i.e. new street or retrofit of old street with streetscape still will have power poles
 - Longhorn improvements – waste of money since it serves specific neighborhood while others thought it correct needed problems
 - Fix problems in neighborhoods
 - Want to see changes recommended for the Cleveland Ave area. Why no projects shown for this corridor
 - MARTA and City share responsibility and ownership for transit
 - Desire to review and understand the comprehensive list of project that will be published
- Evaluation Criteria
 - Sounds very valid and is based on a cross view of the city
 - Need different category of prior based on types of road such as neighborhood street versus residential street
- Funding and Implementation
 - Who will be assessed the parking fees, the property owner or the commuter? If owner, the fee will then be passed on the commuter
 - Parking fees will have a big impact on downtown
 - Legality of parking tax

**Public Meeting
Intown South – NPUs T, V & S
West End Library
June 30, 2008
Meeting Summary**

Public Meeting Attendees – 13

COA Staff Attendees

- Heather Alhadeff
- Phillip Harris
- Shelley Peart
- John Roberson

Project Team Attendees

- Paul Moore
- Roger Dottin

Summary of Discussion

- General Discussion
 - No specific proposed projects and infrastructure changes discussed for the West End. Too much discussion about Buckhead projects (see follow-up item below)
 - Development of Ft. McPherson property
 - City is more concerned about the major influx of people into the city and not about the displacement of Atlanta residents who will no be able to afford to live in the City because of the increase in city fees and property values. Future generations are being priced out
 - Openness of the quarry at Westside Park could pose a danger to the public
 - Parking at transit station is insufficient if you arrive after 9:00 am
 - Lack of availability of Park/Ride Lots
- Evaluation Criteria
 - Ranking – is it too subjective and objective enough
 - Affordability of Housing – same as above and see follow-up item below
- Funding and Implementation
 - Consider fuel surcharge as a source of funding
 - Parking surcharge is a viable source of funding
 - Infrastructure changes required before implementation of public transit plan

Follow-up Items

- Special meeting will be held with West End residents to review projects included for the West End area. No date set since meeting will be subsequent to Project Team meeting with Client and City Council. Contact person is (Heather has contact information)
- Route comment concerning Affordable Housing CDP Project Team since it is outside of scope of CTP
- West End Merchant Association requested a special meeting with the Project Team. Contact information is as follows:
 - Contact person: Suna Om, Chair West End Merchant Association
 - Email: sunaom@msn.com
 - Phone: 404-934-9000
 - Mailing Address: 773 Joseph E. Lowery Blvd., SW, Atlanta, GA 30310

Written Comment

- I would like to see more sidewalk, bike paths (to bet bikers safely off vehicle transit areas)
- Clayton Area Transit needs help, i.e. to get a C-Tran Bus on Tara Blvd. You have to walk to Mt. Zion and/or BattleCreek Rd. to get a bus. There should be a bus between these roads and sidewalks, both sides. It should not take one hour to get from these roads to the airport.
- Speaker needs a laser pointer for a visual aid.
- Interstate I-20 East, left on Boulevard , cross Memorial Dr near cemetery, right 1st street near Stacks needs help. Cars park on the street that is two-way traffic. However, traffic is reduced to one-lane (both directions) because of the one lane that becomes a parking lane.

Public Meeting
Northeast – NPUs E, F & M
St. Luke’s Episcopal Church
July 1, 2008
Meeting Summary

Public Meeting Attendees – 33

COA Staff Attendees

- Heather Alhadeff
- Shelley Peart

Project Team Attendees

- Grady Smith
- Morris Dillard
- Gordon Burkette
- Roger Dottin

Summary of Discussion Points

- General Discussion
 - Balance streetcar, bus and bikes to ensure there are no conflicts
 - Juniper Street as an alternative to Peachtree Street for bicycles
 - Want bike and pedestrian trail paths throughout the BeltLine Corridor
 - Status of selection of rail technology
 - Plan to integrate commuter buses along BeltLine
 - Are segways permitted to use bike lanes
 - Traffic signals are too long for scooters and bicycles – change needed from street embedded to video-activated signals
 - High Frequency Transit – type of technology recommended
 - Balance needed between infrastructure changes and transit improvements
 - Balance needed between travel corridor and corridor livability – look at trade-offs
 - Implementation Time Line is a 25 year plan with short and long-term projects
 - 14th Street Bridge Reconstruction – is it included on bike route
 - Pedestrian safety should be a major factor in the design of roads/streets, ramps and lighting
 - Plan needed to integrate commuter buses into city traffic especially a place for them to idle without impeding the flow of traffic
- Evaluation Framework & Criteria Section
 - Top Tier Fiscal – elements that scores a project in this tier
 - Sidewalk and signal upgrades needed
 - Cities should be built for the future and not today
 - The process should emphasize transit; integrating transit into the future
 - Cheap gas has ended. Integration of this factor into plan or was it considered. Sustainability built into goals and objectives

- City should be built for the future that includes transit. Educate people for 2030 which is different from today and includes transit and fewer cars
 - Major neighborhood thru fares are State Routes (SR) and often plans that the neighborhoods approves are rejected by the state. Neighborhoods need a more collaborative working relationship with State on improvement projects
 - The building of the BeltLine during our lifetime
 - Parking decks suffocate inner city that compromises Quality of Life
- Funding and Implementation
 - Concern whether parking tax will drive businesses out of downtown
 - Concerned about the removal of congestion as a funding option
 - The addition of increase in traffic citation fines as a funding option
 - Strongly favor parking tax
- Process and Implementation
 - Preserving corridors for future transit needs. Preserve right-of-ways versus widening roads
 - Perception that proposed bicycle changes to System-level Bicycle Plan are driven by cost

Written Comments

- The focus on street design is a critical element. We need a massive effort to retrofit existing pedestrian-hostile intersections – removing decal/turn lanes, shortening cycle lengths, etc.
- Putting bike routes, esp. “core” routes, on major high-traffic streets like Peachtree, Piedmont is problematic unless we are serious about drastic reconfigurations to shift existing vehicle capacity to bike capacity. See the on-going Piedmont Rd study in Buckhead, which has resisted even minimal bike accommodations
- We cannot afford to lose Peachtree in Midtown and Downtown as a bike corridor, due to topography and other concerns. This must remain a bike-friendly street with or without a streetcar
- Make “infill” MARTA stations in the city a core component of the transit strategy. Most important is one in the Armour Yard area, which would connect to the BeltLine, Emory/Athens and Gainesville regional rail lines and intercity rail.

**Public Meeting
Eastside – NPU's N, O & W
Georgia Hill Neighborhood Center
July 2, 2008
Meeting Summary**

Public Meeting Attendees – 16

COA Staff Attendees

- Heather Alhadeff
- Phillip Harris
- Shelley Peart

Project Team Attendees

- Paul Moore
- Theodore R. Williams
- Roger Dottin

Summary of Discussion Points

- Quality of Life
 - Very important to consider walk ability when developing street guidelines. New intersections and signals needed for walkers.
 - Review sidewalks for existing neighborhoods
 - Spending money on city desires with no benefit to community
 - State/federal guidelines with regard to closeness of trees to street
 - Shifting streets from one-way to two-way
 - One-way streets increase vehicle miles traveled and the speed of traffic versus two-way traffic
 - Carrying capacity of 6-lane road versus 2 3-lane roads
- Strategies/Approaches
 - Some areas have transit update and others none – be sensitive to imbalance of transportation option in the City to encourage equity among the various neighborhoods
 - Tools used to evaluate how things are working from a community's perspective – Stakeholder Advisory Committee (SAC) keeps us accountable to the residents and updated on various issues
- Evaluation and Framework
 - Different ranking for economic and development projects
 - Rankings are not fixed and can be revised based on public's desires
 - How a street project (Northside Drive) can be ranked 0 based on the 7 goals
 - Good evaluation methodology
 - Street development guidelines will correct common problem within the city relative to streets

- Evaluation of projects is both qualitative and quantitative based on 7 goals
 - Goal of project is to provide a cohesive multi-modal plan
 - Modeling plan is more precise than accurate using broad based goals. Critical eye toward models is used and investment in transit influences model
- Funding and Implementation
- Actual revenue generated from parking tax - \$1.6B – 2030
 - Parking tax will be a user based fee that is passed on from the owner to the user
 - Like the parking tax
 - To make the parking tax happen would probably require state action from legislatures
 - Credit to parking owners for incentives for alternative fuel parking spaces

CITY COUNCIL WORK SESSIONS

January 28, 2008 Meeting Summary

On January 28, 2008, the Connect Atlanta Plan held its first work session with the City Council. The overall objective of the session was to formally introduce and brief the council on the Connect Atlanta Transportation Plan, and solicit council input on the early phases of the study. The following Council Members and/or staff representatives were in attendance:

Kwanza Hall
Ivory Lee Young
Anne Fauver
Clair Muller
Joyce Sheperd
Mary Norwood

Others in attendance:

Luz Borrero, Deputy Chief Operating Officer
Steve Cover, Commissioner Department of Planning
James Shelby, Deputy Commissioner Department of Planning
Alice Wakefield, Director of Bureau of Planning
Heather Alhadeff, Assistant Director Transportation Planning
Shelley Peart, City of Atlanta
Phil Harris, City of Atlanta
Jeff Williams, City of Atlanta
Paul Moore, ATPG
John Funny, ATPG
Grady Smith, ATPG
Gordon Burkette, ATPG
Larry Stokes, City of Atlanta

Shelly Lamar

Introductory Presentation

Paul Moore, ATPG provided a brief presentation highlighting issues and opportunities to be addressed as part of the Connect Atlanta Transportation Plan. Paul emphasized the importance of the City Council's guidance and input into development of the study goals. Additionally, Paul noted the purpose of the work session was to prepare the Council for public questions concerning the Connect Atlanta Plan, confirm project direction, and seek input on transportation needs citywide. He also noted that a series of multi-day workshops are scheduled to be held over the next two months, and it would be important that council members help promote attendance at the workshops.

Group Discussion of Citywide Needs and Project Goals

John Funny, ATPG, led an open discussion of the project goals. John outlined that the project team and city transportation planning staff took an initial take at developing the goals. The goals were also taken out to the public for input during a series of public meetings held in December 2007. Various refinements were made to the goals based on the public input received during the meetings. Planning for senior citizen's transportation needs and safety were the two comments that were consistently brought up at every meeting. John walked the council members through each of the study goals. Overall, members felt the goals were on target; however, the following comments/discussion points were made:

- Council member Mary Norwood stated that focus should be placed on maintaining the city's green canopy, which mainly exists within the various neighborhoods throughout the city. She also emphasized the need for short-trip, neighborhood based circulators that would pick passengers up near their home and connect them to the Beltline, MARTA and other long haul transit systems.
- Anne Fauver noted the issue of parking for the Beltline.
- The fiscal sustainability goal should have the word achieve added to the beginning of the statement.
- Council member Kwanza Hall suggested that a Streetcar along Boulevard would be a good example of a connection that could tie-in to the Beltline.
- It was suggested that the team should explore the use of recycled rubber tires as an ingredient to the asphalt used in paving roads.
- Council member Norwood said the plan should stress mobility and connectivity. Perhaps adding a goal about connectivity would be effective.
- Council member Clair Muller commented about the importance of developing strong policies to support and manage growth in a way that does not choke the City with congestion problems. She also mentioned the issue of addressing issues concerning the thousands of people who commute daily from the suburban areas into the City for jobs.
- Transportation Improvements are needed in new growth areas so that they avoid congestion that other parts of the City have experienced.
- Muller also expressed the importance of cross referencing the Connect Atlanta Plan goals with the ARC's regional transportation plan goals to ensure consistency.
- It was noted that the Connect Atlanta Plan must also consider the various other regional planning activities by partner agencies.
- Council member Joyce Sheperd asked about the correlation between pedestrian trail projects and crime activity. She stated that lighting and cameras are important.
- It was pointed out by council member Ivory Lee Young that the Connect Atlanta planning process must acknowledge that some property owners will stress that transportation improvements have impact on their properties, and therefore context sensitive design will be critical to the successful implementation of some projects.
- Councilmember Young also asked that the planning department to strive to answer the question, "How many people are too many people in terms of density, recognizing the diversity of areas/neighborhoods throughout the city?" He wanted to know what legal conditions can be part of zoning.

Presentation of Technical Challenges and Approaches

Paul Moore followed the discussion on the goals with a presentation introducing the technical approaches to be employed during the assessment and analysis phase of the plan, as well as, suggestive performance targets designed to gauge the achievement of the plan as projects are implemented. Finally, recognizing the limitations in federal and state dollars for transportation improvements, the presentation included a preliminary discussion on the issues regarding funding and the need for more local revenues and new sources to support project delivery.

Group Discussion of Project Approaches and Funding Frameworks

An open dialog with council members occurred to solicit input on the performance targets and funding issues. The following comments/discussion points were made by council members:

- Mary Norwood suggested creation of “bike zones” throughout the city as a manageable beginning point to focus funding on specific areas with good conditions for cycling.
- Several council members express support of the “complete streets” idea, whereby all modes of transportation would be accommodated.
- Joyce Sheperd questioned the extent to which the 100% sidewalk coverage target would be achieved. She gave the example of subdivisions that were recently constructed without sidewalks. It was clarified that the intent of the target would be to encourage all newly constructed road improvements and subdivisions to have sidewalks required. This target would include maintenance of sidewalks as well.
- Councilmember Ivory Lee Young expects that Councilmembers are able to help prioritize projects.
- Council member Norwood posed the question of what can we do now to advance the broader ideas of the Connect Atlanta Plan, recognizing the plan will not be completed for several months? Both Heather Alhadeff and Commissioner Cover pointed out that the transportation planning staff is already working with developers in this regard, and will continue to negotiate with developers to consider enhancing network connectivity (vehicular and pedestrian) as part of their development projects.
- Norwood suggested that no building permits should be issued for projects that may limit network connectivity.
- Luz Borrero noted that the City of Vancouver has undertaken projects to narrow streets and construct sidewalk network throughout the city to encourage pedestrian activities, and that approach may be a good example for Atlanta to follow.
- Clair Muller questioned the current use of impact fees. Alice Wakefield noted that the state dictates how impact fees are applied, and the city has recently contracted a consultant to assist the City with improving its impact fee policies. This includes assistance with defining the target areas stipulating that collected fees for a given area must be allocated to projects within that area.
- Council member Ivory Lee Young expressed the need for policies to preserve the aesthetic intent of investments (e.g., brick pavers, banners, lighting, etc.) made during the Olympics. He noted that as maintenance/repairs are completed, the original aesthetic designs should be put back in place after repairs are done.

- It was noted that as transit investments are made, ensuring passenger safety should be paramount.

Wrap Up Discussions and Next Steps Presentation

John Funny wrapped up the discussion and next steps by emphasizing the importance of the upcoming design workshops. As part of this discussion, several council members provided ideas about promoting the workshops. Some of the ideas discussed include:

- Councilmembers hold a press conference to encourage citizen participation
- Asking the AJC to provide an article/coverage before the workshop
- Airing the meeting information on the city's access channel
- E-mail blast with workshop information to the various council member's constituency databases
- Calling post to remind citizens of the workshops

July 24, 2008

Meeting Summary

On July 24, 2008, the Connect Atlanta Plan held another work session with the City Council. The overall objective of the session was to present the draft Connect Atlanta Plan to them and solicit their comments. The following Council Members were in attendance:

Ann Fauver
Jim Maddox
CT Martin
Mary Norwood
Carla Smith
Ivory Young

P. Moore presented a Power Point presentation of the draft plan. Following is a summary of discussion points:

Summary of Discussion Points

- No uniform development around transit stations
- New community centers are underproducing that can be a commercial node. What comes first, the chicken or egg? The vision should drive the development that should include transit
- Low income issues – gentrification and mitigating impact to the local indigent population. Comprehensive Transportation Plan and the Comprehensive Development Plan should work together to not push indigents out while wealth comes in. City and Public Partners should work to develop affordable housing that is assessable to transit and jobs. There are pockets of money for various programs, but no affordable comprehensive housing plan. Fastest way to build wealth is not to spend dollars for a car, i.e. transit. Include under-developed areas so not to become a Buckhead – growth without a plan or infrastructure to support the development
- Bucket of projects developed from Regional Transportation Plan (RTP), Livable Communities Initiatives (LCI) and Connect Atlanta Workshops. GDOT projects are in RTP bucket – inclusion of all prior studies
- Relocate Amtrak Station to Lenox Station
- Self watering system for Langhorn
- Move from industrial to housing – what happens to jobs. Preserve industrial footprints. Develop a policy relative to preserving of industrial sites
- Redevelopment plans should include street master plan
- Telecommuting trend – impact on transportation – 80% of trips are not work trips
- Hollowell that now dead ends should include a bridge
- Do not loose Woody's with 10th and Virginia Avenue realignment
- The third largest transit system in the region is Atlantic Station Shuttle
- Major street changes – West Peachtree and Spring
- Corridor studies – no money to implement projects from studies. Negative feedback from citizens who thought study would be funded and implemented
- Truck Route Update – is it finished that includes trucks and local district? Reply: draft ready for review
- Private network projects not included

- Concept Plan 3: Regional Transit Service Plan – have not solved problem of getting people to Buckhead without long trips. Must be fixed. Redevelopment cannot occur in underserved area until this connect is fixed. One alternative is to mix and match transit solutions – want straight line travel that reduces connect time; underground travel is that mean. Transit: East/West connection is still on table. StreetCar (SC): Need a dedicated lane from Peachtree Center to Brookwood Station; running in mixed traffic makes it a less competitive choice – evaluate space for SC operating on its own guideway
- Millions of dollars have been spent on Circulator Study
- No transit in list. Reply: not finished yet
- Integrate Brain Train – changes should support all commuter rail initiatives. Commuter rail would be huge benefit for E/W connection. Need subway into Buckhead that connects with Emory
- Discussion needed with GDOT commissioners to discuss street changes included in plan that are SR. No SR changes can be made with GDOT approval. Will discuss these issues with GDOT commissioner in August 2008
- All projects are not on all lists
- GDOT projects that reduce congestion and increase mobility should be included in scoring. Our needs can and should be consistent with regional partners
- Tower Place is private road. Therefore, ranking should be reduced
- Grade Separators – how to deal with our particular districts
- Reversible lanes should score less
- Downtown is creating more viable retail-friendly two-way streets
- More MARTA decision is needed that will increase transit rides
- Find opportunity to package multiple Tier project together to less conventional constituents
- Annual update process of CTP should include community input and possibly tied to the budget process
- NPU and APAD officers – Transportation Plan should be submitted to new officers annually

PUBLIC OPINION SURVEY RESULTS

1. What is your main form of transportation on weekdays to and from work?				
			Response Percent	Response Count
Walk			3.5%	73
Bicycle			6.3%	130
Public Transit			8.6%	179
Drive			65.1%	1353
Combination walk, bike, or transit			4.2%	87
Combination drive and transit			5.1%	105
Not applicable			7.3%	152
<i>answered question</i>				2079
<i>skipped question</i>				10

2. What is your main form of transportation on weekdays to and from school?				
			Response Percent	Response Count
Walk			3.1%	63
Bicycle			2.8%	57
Public Transit			2.8%	56
Drive			17.5%	357

2. What is your main form of transportation on weekdays to and from school?			
Combination of the above		3.1%	64
Not applicable		70.7%	1438
<i>answered question</i>			2035
<i>skipped question</i>			54

3. How do you generally travel within the City?			
		Response Percent	Response Count
Walk		2.8%	58
Bicycle		5.0%	104
Public Transit		5.4%	111
Drive		63.3%	1309
Combination of the above		23.5%	487
<i>answered question</i>			2069
<i>skipped question</i>			20

4. Please indicate the approximate amount of time you spend commuting to and from work per day?			
		Response Percent	Response Count
Less than ½ hour		37.8%	757
½ - 1		35.5%	711

4. Please indicate the approximate amount of time you spend commuting to and from work per day?			
hour			
1-2 hours		17.6%	353
Over 2 hours		4.3%	86
Telework		4.7%	95
<i>answered question</i>			2002
<i>skipped question</i>			87

5. Please indicate the approximate amount of time per day you spend commuting to and from school?			
		Response Percent	Response Count
Less than ½ hour		13.0%	262
½ - 1 hour		9.5%	192
1-2 hours		2.8%	56
Over 2 hours		0.7%	15
Not applicable		74.0%	1492
<i>answered question</i>			2017
<i>skipped question</i>			72

6. How many days a month do you experience unusually high roadway traffic or late and crowded transit on the way to or from work?			
		Response Percent	Response Count

6. How many days a month do you experience unusually high roadway traffic or late and crowded transit on the way to or from work?			
0-5 days	<input type="checkbox"/>	30.2%	620
5-10 days	<input type="checkbox"/>	18.0%	370
10-15 days	<input type="checkbox"/>	12.1%	248
15-20 days	<input type="checkbox"/>	13.4%	276
Over 20 days	<input type="checkbox"/>	14.8%	305
Not applicable	<input type="checkbox"/>	11.4%	235
<i>answered question</i>			2054
<i>skipped question</i>			35

7. How many days a month do you experience unusually high roadway traffic or late and crowded transit on the way to or from school?			
		Response Percent	Response Count
0-5 days	<input type="checkbox"/>	10.7%	216
5-10 days	<input type="checkbox"/>	5.1%	104
10-15 days	<input type="checkbox"/>	2.8%	57
15-20 days	<input type="checkbox"/>	3.2%	64
Over 20 days	<input type="checkbox"/>	4.0%	81
Not applicable	<input type="checkbox"/>	74.2%	1505
<i>answered question</i>			2027

7. How many days a month do you experience unusually high roadway traffic or late and crowded transit on the way to or from school?	
	<i>skipped question</i>
	62

8. Excluding congestion, how would you rate the overall transportation system (including roads, public transport, pavements, biking, etc) in the City of Atlanta?		Response Percent	Response Count
Excellent	<input type="checkbox"/>	0.5%	10
Good	<input type="checkbox"/>	10.0%	207
Fair	<input checked="" type="checkbox"/>	45.9%	947
Poor	<input type="checkbox"/>	43.5%	898
	<i>answered question</i>		2062
	<i>skipped question</i>		27

9. In general how would you rate the following aspects of transportation in the City of Atlanta?					
	Excellent	Good	Fair	Poor	Response Count
Appearance/visual appeal of streets	2.1% (44)	30.0% (619)	47.9% (987)	19.9% (410)	2060
Availability of alternate routes	2.2% (45)	24.8% (511)	42.2% (870)	30.9% (638)	2064
Frequency of transit	0.9% (17)	17.7% (348)	45.9% (901)	35.6% (699)	1965
Availability of transportation choices	0.8% (17)	11.9% (246)	34.0% (700)	53.3% (1098)	2061
Availability of public transportation	0.8% (16)	14.2% (290)	37.0% (758)	48.0% (984)	2048

9. In general how would you rate the following aspects of transportation in the City of Atlanta?					
Availability of sidewalks	1.8% (36)	19.9% (408)	43.4% (890)	35.0% (719)	2053
Free flow traffic conditions for vehicles	0.9% (18)	10.0% (203)	44.6% (908)	44.5% (905)	2034
Availability of bicycle lanes and paths	0.6% (13)	4.4% (90)	27.6% (565)	67.4% (1378)	2046
Quality of streets	1.6% (33)	22.3% (459)	46.5% (958)	29.6% (609)	2059
	<i>answered question</i>				2072
	<i>skipped question</i>				17

10. Please indicate how many one-way transit trips (bus and rail) you take over the course of a week.				
			Response Percent	Response Count
None	<input type="checkbox"/>		63.5%	1312
1-5 trips	<input type="checkbox"/>		23.9%	495
6-10 trips	<input type="checkbox"/>		7.7%	160
More than 10 trips	<input type="checkbox"/>		4.8%	100
	<i>answered question</i>			2067
	<i>skipped question</i>			22

11. How would you rate your ability to commute to work using public transportation?			
		Response Percent	Response Count

11. How would you rate your ability to commute to work using public transportation?			
Very Convenient		5.7%	118
Convenient		10.8%	224
Neither Difficult, Nor Convenient		14.2%	294
Difficult		22.1%	457
Very Difficult		35.0%	723
Not applicable		12.1%	249
<i>answered question</i>			2065
<i>skipped question</i>			24

12. How would you rate your ability to commute to work using a private automobile?			
		Response Percent	Response Count
Very Convenient		27.5%	565
Convenient		30.5%	627
Neither Difficult, Nor Convenient		18.8%	386
Difficult		11.1%	228
Very Difficult		3.5%	73
Not applicable		8.7%	179

12. How would you rate your ability to commute to work using a private automobile?		
	<i>answered question</i>	2058
	<i>skipped question</i>	31

13. Please check the reasons you would not feel comfortable riding a bicycle for transportation? (Choose one or more if applicable.)				
			Response Percent	Response Count
Already feel comfortable	<input type="checkbox"/>		9.9%	203
None, do not wish to ride bicycle	<input type="checkbox"/>		14.9%	306
Cost of bicycle	<input type="checkbox"/>		1.3%	27
Feel unsafe on streets due to lack of lanes/paths	<input type="checkbox"/>		69.4%	1429
Feel unsafe due to speed of vehicles	<input type="checkbox"/>		57.8%	1189
Other reasons	<input type="checkbox"/>		18.3%	376
	<input type="text"/>	Please identify any reasons not listed		536
		<i>answered question</i>		2058
		<i>skipped question</i>		31

14. If you drive to work or school, have you considered carpooling?				
			Response Percent	Response Count

14. If you drive to work or school, have you considered carpooling?			
Already carpooling on local streets		9.3%	173
Already carpooling in HOV lanes		3.2%	59
Have considered, but no access to partners		23.8%	442
Would consider carpooling in the future		16.6%	307
Do not wish to carpool		28.7%	533
 Other (please list other considerations)		18.3%	340
<i>answered question</i>			1854
<i>skipped question</i>			235

Page: Future Priorities

15. What are the top priorities that the City should invest in? (Choose up to 5)			
		Response Percent	Response Count
Roadway maintenance		38.2%	727
Expand Rail transportation		80.8%	1538
Expand Bus transportation		33.2%	632
Increase bicycle lanes		57.0%	1086

15. What are the top priorities that the City should invest in? (Choose up to 5)			
and paths			
Increase sidewalks	<input type="checkbox"/>	50.6%	964
Reduce traffic congestion	<input type="checkbox"/>	48.9%	931
Expand Carpool/ Vanpool/ Park n Ride	<input type="checkbox"/>	11.3%	216
Complete HOV lanes	<input type="checkbox"/>	10.9%	208
Vehicular Safety improvements	<input type="checkbox"/>	5.5%	104
Pedestrian Safety improvements	<input type="checkbox"/>	37.8%	719
Bicycle Safety Improvements	<input type="checkbox"/>	32.5%	618
Residential speed control	<input type="checkbox"/>	16.8%	320
Traffic signals	<input type="checkbox"/>	18.8%	357
Intersection Improvements	<input type="checkbox"/>	36.9%	703
		<i>answered question</i>	1904
		<i>skipped question</i>	185

16. Current population forecasts estimate that Atlanta could double its current population within the City limits by the year 2030. As a way to improve traffic and move more people around the City, please indicate how supportive you are of the following proposals:					
	Do not support	Indifferent	Support if taxes do not increase	Support if taxes increase	Response Count

16. Current population forecasts estimate that Atlanta could double its current population within the City limits by the year 2030. As a way to improve traffic and move more people around the City, please indicate how supportive you are of the following proposals:

Improve vehicular access and shorten distance to destinations	23.4% (421)	26.3% (474)	37.5% (675)	12.9% (232)	1802
Improve and create more alternatives to auto use	3.1% (57)	4.1% (76)	28.4% (528)	64.4% (1197)	1858
Improve and create new bicycle paths and lanes	3.9% (73)	12.6% (235)	35.9% (667)	47.5% (883)	1858
Improve the pedestrian environment and access to destinations	1.0% (18)	7.3% (136)	36.5% (678)	55.3% (1028)	1860
Build new transit lines (rail and or bus)	2.1% (40)	3.5% (66)	22.4% (420)	71.9% (1346)	1872
Increase frequency of transit services	1.5% (27)	12.9% (236)	37.3% (682)	48.2% (881)	1826
Widen streets for cars even if the potential exists to negatively impact bicycle/pedestrian facilities	74.4% (1379)	10.6% (196)	9.7% (180)	5.3% (98)	1853
Land use changes	14.3% (252)	36.8% (650)	29.0% (512)	19.8% (350)	1764
Other proposals not listed	7.9% (58)	52.1% (381)	18.1% (132)	21.9% (160)	731
<input type="text"/> Please list below					312
answered question					1896
skipped question					193

17. Would you be more willing to endure congestion on roads if it increased your options or ability to walk or bicycle to the following destinations?				
	Yes	No	Do not know	Response Count
Convenient shopping	61.2% (1135)	29.8% (552)	9.1% (168)	1855
School	51.1% (905)	28.1% (498)	20.7% (367)	1770
Bars	53.8% (961)	33.0% (589)	13.3% (237)	1787
Parks	70.1% (1285)	21.0% (385)	8.8% (162)	1832
Work	58.9% (1077)	31.5% (575)	9.6% (175)	1827
Restaurants	65.0% (1191)	25.4% (465)	9.6% (176)	1832
	<i>answered question</i>			1861
	<i>skipped question</i>			228

18. If you had to trade off between various desirable features of the street environment, which of the following would you choose over the other (Rank them from 1-9) and please tell us why your top priorities are most important to you. Mark your first choice number 1, the next choice number 2 and continue down the list.										
	1	2	3	4	5	6	7	8	9	Response Count
Widen sidewalks	17.5% (306)	14.9% (260)	17.0% (297)	13.9% (242)	13.4% (234)	9.3% (163)	6.8% (119)	4.3% (75)	2.8% (48)	1744
Dedicated bicycle lanes	22.5% (392)	17.6% (307)	15.1% (263)	11.8% (205)	9.2% (161)	8.4% (147)	5.4% (95)	6.3% (109)	3.7% (65)	1744
Recreational bicycle paths	3.7% (63)	11.7% (201)	13.3% (229)	14.7% (252)	14.4% (247)	16.6% (285)	13.6% (234)	7.9% (136)	4.0% (69)	1716
On-street parking	3.7% (62)	5.0% (84)	6.1% (102)	8.8% (148)	12.9% (217)	14.0% (235)	19.2% (322)	19.0% (319)	11.4% (192)	1681
Dedicated transit lanes	19.4% (336)	15.3% (265)	13.5% (234)	12.9% (223)	12.5% (217)	10.5% (182)	9.8% (170)	4.0% (70)	2.1% (37)	1734

18. If you had to trade off between various desirable features of the street environment, which of the following would you choose over the other (Rank them from 1-9) and please tell us why your top priorities are most important to you. Mark your first choice number 1, the next choice number 2 and continue down the list.

Dedicated turn lanes	13.5% (233)	15.3% (264)	12.0% (206)	10.8% (186)	10.4% (179)	11.1% (192)	12.2% (210)	12.5% (216)	2.1% (36)	1722
Increase the number of vehicular lanes	8.7% (146)	5.0% (83)	6.4% (107)	4.3% (72)	4.2% (70)	6.1% (101)	11.1% (186)	14.1% (235)	40.1% (669)	1669
Decrease the number of vehicular lanes	3.5% (58)	4.7% (78)	5.8% (97)	7.3% (122)	9.6% (159)	10.8% (179)	12.4% (206)	18.4% (306)	27.5% (456)	1661
Trees	14.5% (255)	14.1% (247)	14.3% (251)	15.2% (266)	13.4% (236)	10.3% (180)	6.4% (113)	6.7% (117)	5.1% (90)	1755
<input type="text"/> Please specify your reasoning for the options chosen above										840
answered question										1822
skipped question										267

19. Which of the following problems in the City of Atlanta concern you the most? Place a 1 or a 2 in the box next to your top two concerns

	1	2	Response Count
Transportation	55.9% (724)	44.1% (571)	1295
Crime	57.3% (419)	42.7% (312)	731
Growth/development	42.2% (348)	57.8% (477)	825
Water Resources	57.1% (461)	42.9% (346)	807
Education	51.0% (316)	49.0% (304)	620
answered question			1874
skipped question			215

20. Given that the transportation demand cannot be met with expected resources, should the City raise new revenue for new transportation projects it undertakes?

		Response Percent	Response Count
Yes	<input type="checkbox"/>	75.8%	1382
No	<input type="checkbox"/>	9.2%	167
Do not know	<input type="checkbox"/>	15.1%	275
answered question			1824
skipped question			265

21. Should there be a linkage between the source of transportation investment funding and who benefits from it? Please tell us why you feel this way.

		Response Percent	Response Count
Yes	<input type="checkbox"/>	38.5%	696
No	<input type="checkbox"/>	34.7%	628
Do not know	<input type="checkbox"/>	26.9%	486
<input type="text"/> Why do you feel this way?			1158
answered question			1810
skipped question			279

22. How should the City finance its increased transportation needs? (Choose up to 3 options and rank them in order of your preference from 1-3. Mark your first choice number 1).

22. How should the City finance its increased transportation needs? (Choose up to 3 options and rank them in order of your preference from 1-3. Mark your first choice number 1).

	1	2	3	Response Count
Impose sales tax for transportation	32.5% (276)	31.3% (266)	36.2% (307)	849
Increase gas tax	54.7% (561)	24.3% (249)	21.0% (215)	1025
Collect tolls	34.3% (336)	36.7% (360)	29.1% (285)	981
Increase parking fees	19.5% (159)	41.6% (339)	38.8% (316)	814
Vehicle registration fee increase	19.4% (136)	37.1% (260)	43.5% (305)	701
Increase fines for traffic violations	40.6% (415)	27.4% (280)	32.1% (328)	1023
<i>answered question</i>				1762
<i>skipped question</i>				327

23. How much would you be willing to pay per trip for uncongested traffic conditions?

	Response Percent	Response Count
None <input type="checkbox"/>	100.0%	779
<input type="text"/> Amount of Money		932
<i>answered question</i>		779
<i>skipped question</i>		1310

24. Do you believe automobile traffic would benefit from increasing transit frequency and/or availability of transit?				
			Response Percent	Response Count
Yes	<input type="checkbox"/>		82.0%	1490
No	<input type="checkbox"/>		8.3%	150
Do not know	<input type="checkbox"/>		9.8%	178
<i>answered question</i>				1818
<i>skipped question</i>				271

25. Should the maintenance of the existing transportation system or new construction be given top budgetary consideration?				
			Response Percent	Response Count
Maintenance	<input type="checkbox"/>		29.2%	528
New Construction	<input type="checkbox"/>		52.6%	951
Do not know	<input type="checkbox"/>		18.2%	328
<i>answered question</i>				1807
<i>skipped question</i>				282

26. Please share any additional information, comments or suggestions you may have.				
			Response Count	
<input type="text"/>			554	
<i>answered question</i>				554

26. Please share any additional information, comments or suggestions you may have.

		<i>skipped question</i>	1535
--	--	-------------------------	------

Page: About You

27. What is the zip code where you live?

		Response Percent	Response Count
<input type="text"/> ZIP:		100.0%	1802
		<i>answered question</i>	1802
		<i>skipped question</i>	287

28. Are you a tourist or visiting the City of Atlanta?

		Response Percent	Response Count
Yes (Skip to question 37)		0.6%	10
No		99.4%	1772
		<i>answered question</i>	1782
		<i>skipped question</i>	307

29. Do you live within the City of Atlanta?

		Response Percent	Response Count
In the City		67.2%	1199

29. Do you live within the City of Atlanta?			
Outside the City (Skip to question 31)		32.8%	585
<i>answered question</i>			1784
<i>skipped question</i>			305

30. How long have you lived in the City of Atlanta?				
			Response Percent	Response Count
Less than 1 year			6.4%	83
1-2 Years			11.5%	149
3-5 Years			20.3%	262
6-10 Years			16.6%	214
11 Years or more			42.1%	544
Not Applicable			3.0%	39
<i>answered question</i>				1291
<i>skipped question</i>				798

31. What is the nearest major intersection to where you live? (For example, North Ave and Piedmont Ave.)	
	Response Count
	1649

31. What is the nearest major intersection to where you live? (For example, North Ave and Piedmont Ave.)		
	<i>answered question</i>	1649
	<i>skipped question</i>	440

32. Do you work within the City of Atlanta?			Response Percent	Response Count
I do not work	<input type="checkbox"/>		6.6%	116
I work in the City	<input type="checkbox"/>		70.5%	1247
I work outside the City (Skip to question 34)	<input type="checkbox"/>		23.0%	407
		<i>answered question</i>		1770
		<i>skipped question</i>		319

33. What is the nearest intersection to where you go to WORK?		Response Count
	<input type="text"/>	1310
	<i>answered question</i>	1310
	<i>skipped question</i>	779

34. What is the zip code where you WORK?

34. What is the zip code where you WORK?			
		Response Percent	Response Count
<input type="text"/>	<input type="text"/>	100.0%	1511
<i>answered question</i>			1511
<i>skipped question</i>			578

35. Do you attend school within the City of Atlanta?			
		Response Percent	Response Count
I do not attend school	<input type="text"/>	81.2%	1393
I attend school in the City	<input type="text"/>	15.5%	266
I attend school outside the City (Skip to question 37)	<input type="text"/>	3.3%	57
<i>answered question</i>			1716
<i>skipped question</i>			373

36. What is the nearest intersection to where you attend school?	
	Response Count
<input type="text"/>	334

39. Which racial group do you belong to?			
Asian	<input type="checkbox"/>	3.3%	59
Black or African American	<input type="checkbox"/>	10.4%	185
Native Hawaiian or other Pacific Islander	<input type="checkbox"/>	0.2%	3
White	<input type="checkbox"/>	79.8%	1414
Other	<input type="checkbox"/>	5.8%	103
			answered question
			1772
			skipped question
			317

40. Are you of Hispanic or Latino ethnicity?			
		Response Percent	Response Count
Hispanic	<input type="checkbox"/>	2.6%	39
Latino	<input type="checkbox"/>	0.9%	14
Non-Hispanic or Non-Latino	<input type="checkbox"/>	96.5%	1456
			answered question
			1509
			skipped question
			580

41. What is your age range?			
		Response Percent	Response Count

41. What is your age range?			
0-15	<input type="checkbox"/>	0.1%	1
16-29	<input type="checkbox"/>	28.2%	504
30-49	<input type="checkbox"/>	48.8%	874
50-69	<input type="checkbox"/>	21.3%	381
Over 69	<input type="checkbox"/>	1.7%	30
<i>answered question</i>			1790
<i>skipped question</i>			299

42. Optional: What is your annual household income?			
		Response Percent	Response Count
\$0-\$20,000	<input type="checkbox"/>	5.2%	79
\$20,001-\$30,000	<input type="checkbox"/>	4.4%	66
\$30,001-\$40,000	<input type="checkbox"/>	7.2%	109
\$40,001-\$50,000	<input type="checkbox"/>	10.5%	158
\$50,001-\$60,000	<input type="checkbox"/>	9.8%	148
\$60,001-\$70,000	<input type="checkbox"/>	8.5%	129

42. Optional: What is your annual household income?			
\$70,001 - \$80,000	<input type="checkbox"/>	7.6%	115
\$80,001+	<input type="checkbox"/>	46.8%	706
answered question			1510
skipped question			579

43. How many people live in your household?		Response Count
<input type="text"/>	<input type="checkbox"/>	1774
answered question		1774
skipped question		315

44. How many cars, in working order, do members of your household use?		Response Count
<input type="text"/>	<input type="checkbox"/>	1783
answered question		1783
skipped question		306



Appendix **B**

Partner Agency Letters of Support

Board of Commissioners of Fulton County

Fulton County Government Center
141 Pryor Street, S.W.
Atlanta, Georgia 30303

John H. Eaves
Chairman



Office: (404) 612-8206
Fax: (404) 730-4754
Email: john.eaves@fultoncountyga.gov

October 20, 2008

Shirley Franklin
Mayor, City of Atlanta
55 Trinity Avenue
Atlanta, GA 30303

Dear Mayor Franklin:

On behalf of Fulton County, I wish to express our support for the City of Atlanta's first Comprehensive Transportation Plan, the Connect Atlanta Plan.

Due to the unprecedented population growth of the last few years, the reduction in federal and state transportation funding, and the surge in residential, retail, and commercial development, the City of Atlanta raised the priority of these issues to a new level. Fulton County acknowledges that the City has developed a clear and articulate transportation plan that is technically sound and community driven. The plan addresses the needs and challenges that the City's transportation system faces and has established attainable goals in order to achieve a comprehensive vision. The proposed projects and policies will serve to strengthen and enhance the transportation system of Atlanta and its surrounding jurisdictions.

We welcomed the opportunity to be a part of the discussions and development of the plan and would like to offer our continued commitment to work together on projects that cross jurisdictional lines.

We congratulate you Mayor Franklin, Council members, the Bureau of Planning, and all other participating agencies that brought this plan to fruition.

Sincerely,

John H. Eaves

A handwritten signature in black ink, appearing to read "John H. Eaves". The signature is stylized and fluid.

Chairman, Fulton County Board of Commissioners



DEKALB COUNTY

Vernon Jones
Chief Executive Officer

September 9, 2008

Honorable Shirley Franklin, Mayor
City of Atlanta
City Hall, 55 Trinity Avenue
Atlanta, Georgia 30303

Dear Mayor Franklin:

Congratulations to you, your staff and consultants, on the completion of your Comprehensive Transportation Plan for the City of Atlanta. As the central city in our growing metropolitan area, it is certainly important for all of us that your transportation plans address the needs and the challenges of our businesses, residences and visitors, so that our regional transportation systems can begin to reduce congestion, improve air quality, improve safety, and provide alternative transportation. All of our mutual efforts in this regards will allow our metro region to remain as attractive as it is for economic development, livable communities and sound infrastructure.

I want to thank you for having your staff take the time to go over the Atlanta plan in detail with our DeKalb County Transportation staff. Our staff did not see any conflicts or concerns in the interfaces between the current DeKalb County Comprehensive Transportation Plan and the Atlanta plan. We look forward to continuing to work with the City on transit, bicycle, pedestrian and roadway projects that are of mutual benefit to Atlanta and DeKalb.

Please do not hesitate to contact me regarding any additional ways that we can work together on these important Transportation issues.

Yours for a Better DeKalb,


Vernon Jones
Chief Executive Officer



**Central Atlanta Progress
Atlanta Downtown Improvement District**

November 11, 2008

The Honorable Shirley Franklin
City of Atlanta
55 Trinity Avenue, Suite 2500
Atlanta, GA 30303

RE: Connect Atlanta Plan – Letter of Support

Dear Mayor Franklin:

Central Atlanta Progress (CAP) and the Atlanta Downtown Improvement District (ADID) congratulate the City of Atlanta for the development of its first comprehensive transportation planning initiative and extend support for its result: the *Connect Atlanta Plan*.

With encouragement from the business community and others, the City created the Transportation Planning Division in fall 2006. The establishment of the new division elevated transportation as a City priority by putting in place new people and a new organizational structure to address transportation policy, funding, infrastructure and maintenance challenges. Since that time, and in spite of budgetary and staffing limitations faced by the City as well as partner agencies, the City has achieved a milestone with the completion of a comprehensive set of strategies to address regional, economic development, and neighborhood transportation needs.

CAP-ADID recognizes that this plan was achieved through innovative public outreach with citizens and local, regional and state agency officials. The plan goals and objectives emphasize transportation choices, consisting of viable transit options, well maintained pedestrian and bicycle facilities, and necessary street and roadway improvements. The Plan further targets a system that maintains fiscal and environmental sustainability while preparing for future growth.

As a Downtown economic development organization, CAP/ADID is supportive of the *Connect Atlanta Plan's* recognition of the Downtown Multi-Modal Passenger Terminal and Peachtree Streetcar as priority projects. These projects are recommendations of CAP/ADID's own vision plan, *Imagine Downtown*. More important than any compilation of projects and priorities, however is the *Connect Atlanta Plan* itself. The Plan presents the starting point for a living, adaptable document that will guide policy decisions and set forth a framework for project administration and implementation. Never before has the City had a transportation planning framework by which to create and maintain a livable and sustainable transportation system for its citizens.

In light of dialogue occurring at the State and regional levels regarding new transportation funding mechanisms and project prioritization, Central Atlanta Progress believes it is critical that adoption of the *Connect Atlanta Plan* occur before 2009, in advance of the next State legislative

session. We are optimistic that 2009 will result in the legislative approval of new regional funding tools. Undoubtedly, the project prioritization efforts underway by the State and region for distribution of State and Federal transportation funds will look first to communities who have established transportation needs and strategies through an adopted comprehensive plan.

CAP/ADID thanks the City of Atlanta for its recognition of the importance of regional and localized transportation planning for our City. We support the Connect Atlanta Plan's adoption and look forward to partnering with you in the future for the Plan's implementation.

Sincerely,

A handwritten signature in black ink, appearing to read 'A.J. Robinson', with a long horizontal flourish extending to the right.

A.J. Robinson
President

CC Honorable Kwanza Hall, Atlanta City Council
 Honorable Clair Muller, Atlanta City Council
 Honorable Lisa Borders, Atlanta City Council
 Greg Giornelli, Chief Operating Officer, Office of the Mayor
 Luz Borrero, Deputy Chief Operating Officer, Office of the Mayor
 Commissioner James Shelby, Department of Planning and Community Development

October 16, 2008

Mayor Shirley Franklin
City of Atlanta
40 Mitchell Street
Atlanta, Georgia 30303-2781

Re: Connect Atlanta Plan

Dear Mayor Franklin:

On behalf of the Transit Planning Board (TPB), representing elected officials, regional and state partners, and transit operators, I am writing to share with you the TPB's support for the Connect Atlanta Plan. The Connect Atlanta Plan positions the City to share a collective vision that was developed in conjunction with and is consistent with the projects and goals of Concept 3; our vision plan for transit in the metro Atlanta region.

The TPB has recognized the important role of quality transportation planning for our quality of life and economic prosperity. The unprecedented population growth of the last few years, the resulting traffic congestion, the reduction in federal and state transportation funding, and the surge in residential, retail, and commercial development, causes us to raise the priority of these issues to a new level. In this new environment, the TPB acknowledges that the City has developed a clear and articulate transportation plan that is technically sound and community driven. I believe that such local level planning is critical to the healthy development of the City of Atlanta and consequently the entire metro Atlanta region.

The Connect Atlanta Plan highlights specific corridors for high frequency transit that are contained within the Regional Transit Vision (Concept 3 Plan). These include:

- Beltline
- Peachtree Corridor including Downtown circulator route
- 75 South/Marietta Boulevard/Lindbergh and Ponce de Leon
- Campbellton Road
- D.L. Hollowell Parkway
- Pryor Road/Capitol Avenue
- MARTA West Extension to I-285 and MLK Drive
- Moreland Avenue

As you continue your process of updating the Connect Atlanta Plan, we would like to take this opportunity to point out our areas of regional focus that include the following:

- Providing an understanding of transit needs for the region;
- Directing growth to areas where cost effective transportation services can be provided;
- Aligning the funding of transportation to include significant transit infrastructure as well as ongoing transit maintenance and operations.

Kind Regards,
TRANSIT PLANNING BOARD

Eldrin Bell, Chairman

cc: Atlanta City Council
Transit Planning Board Members



**COBB COUNTY
DEPARTMENT OF TRANSPORTATION**

1890 County Services Parkway
Marietta, Georgia 30008-4014
(770) 528-1600 • fax: (770) 528-1601

September 4, 2008

Ms. Cheryl King
Executive Director
Transit Planning Board
245 Peachtree Center Ave Suite 800
Atlanta, GA 30303

Subject: US Highway 78 Transit Corridor Support Letter

Dear Ms. King:

Enclosed is the subject letter with signatures from County Commission Chairs and Mayors of jurisdictions in this corridor with the exception of the Mayor of the City of Douglasville. My understanding is the City of Douglasville has declined to sign the letter at this time pending receipt of additional information about the TPB Concept 3 Plan, which will be requested from your organization.

If you have questions or need additional information, please feel free to contact me at (770) 528-1650 or via email at lvance@cobbcounty.org.

Sincerely,

Laraine Vance
Planning Division Manager

Enclosure

LV/cmg

Cc: Samuel S. Olens, Chairman
David Montanye, Director, DOT
Chick Krautler, Director, ARC
Jane Hayse, Chief, Transportation Planning Division, ARC
Laura Keyes, Principal Planner, ARC
Randall L. Hulsey, Director, Douglas County
William Osborne, City Manager, City of Douglasville
Michelle Wright, Planning Director, City of Douglasville
Heather Alhadeff, Assistant Director, Transportation Planning, City of Atlanta ✓



BOARD OF COMMISSIONERS

100 Cherokee Street, Suite 300
Marietta, Georgia 30090-7000

Phone: (770) 528-3305 Fax: (770) 528-2606 Email: solens@cobbcounty.org

Samuel S. Olens
CHAIRMAN

September 2, 2008

Ms. Cheryl King
Executive Director
Transit Planning Board
245 Peachtree Center Ave Suite 800
Atlanta, GA 30303

Subject: Cross-jurisdictional Support for Premium Transit on US 78, Bankhead Highway, from Douglas County to the City of Atlanta

Dear Ms. King:

The jurisdictions of Cobb County, Douglas County, City of Atlanta, and the City of Austell respectfully submit the following comments in response to the Transit Planning Board's Concept 3 official public comment period.

This letter serves to recognize the draft recommendations from the Comprehensive Transportation Plans (CTP) developed by the aforementioned jurisdictions and unified support for premium transit along US 78/278, Bankhead Highway/ Veteran's Memorial / Hollowell Parkway, from Douglas County to the City of Atlanta. The jurisdictions of Douglas, Cobb and the City of Atlanta agree that Bankhead Highway transit is a priority.

The Cobb CTP, adopted in February 2008 by the Board of Commissioners, identified the lack of east-west travel options as a significant issue as well as limited transit in southern Cobb. This route, not currently served by transit, provides an east-west transit option to serve travel needs of southwest Cobb, Paulding, Douglas Counties and the City of Atlanta. This route is also within close proximity on the east to both the HE Holmes and Bankhead MARTA station, I-285 and to a Park and Ride Lot in Cobb on Floyd Road. To address the County's needs, the Cobb CTP recommends premium transit from Austell Road to Interstate 285 as a long-term project. In the short-term, the County is planning for local service on this segment.

The City of Atlanta's draft CTP recommendations propose bus rapid transit (BRT) with a dedicated lane. Douglas County supports all of the CTP recommendations from its peer's CTPs and plans to include in its draft CTP a proposal for transit along Douglas County's segment of Bankhead Highway in addition to various short-term and long-term park and ride lot locations to support the service. Our jurisdictions agree on this concept and understand that staff in each jurisdiction will define specific details related to the proposed project in the respective CTPs.

The idea for this letter emerged from a conference call among the jurisdictions and the Atlanta Regional Commission staff to promote CTP coordination. ARC staff is supportive of the jurisdictions working together to identify cross-jurisdictional mobility solutions. The endorsers of this letter respectfully request that the Transit Planning Board consider the unified support for

*Cobb County . . .
Expect the Best!*
An Equal Opportunity Employer

premium transit along the US 78, Bankhead Highway, corridor from Douglas County to the City of Atlanta and amend TPB's Concept 3 to reflect this project.

Sincerely,



Honorable Samuel S. Olens
Chairman, Cobb County Board of
Commissioners



Honorable Shirley Franklin
Mayor, City of Atlanta



Honorable Tom Worthan
Chairman, Douglas County Board of
Commissioners



Honorable Joe Jerkins
Mayor, City of Austell

Honorable Mickey Thompson
Mayor, City of Douglasville

c: Chick Krautler, Director
Atlanta Regional Commission

Jane Hayes
Atlanta Regional Commission



Appendix **C**

Community Plans, Meetings and Other Public Input

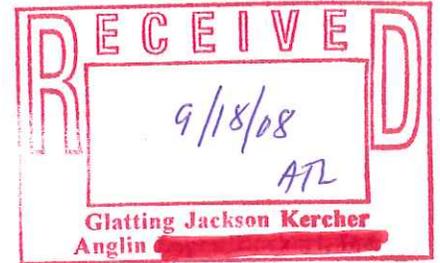


Letter of Concern from the Lindbergh-LaVista Corridor Coalition



14 July 2008

Glenn Bowman, P.E.
State Environmental/Location Engineer
Georgia Department of Transportation
#2 Capitol Square, SW
Atlanta, GA 30334



Dear Mr. Bowman,

Lindridge Martin Manor Neighborhood Association (LMMNA) recently obtained records for the proposed SR 400/I-85 Connector Ramp Project PI no. 762380. We understand that this plan is in its most preliminary stage. Nevertheless, our associations would like to take this opportunity to elucidate our concerns having attended the Lindbergh LaVista Corridor Coalition (LLCC)/Neighborhood Planning Unit (NPU)-F sponsored informational meeting held on May 13, 2008 and viewed the current plans.

We cannot support the automobile exclusive design of this project for several reasons described below including: environmental, transportation, economic, and historic concerns. This project, as proposed, is inconsistent with the City of Atlanta's goals of "predominantly operational and transportation mitigation projects." Furthermore, the project does not support the City's efforts to focus on projects of a mixed-use nature, which are pedestrian in scale.

Environmental Concerns

The proposed alignments for the connector ramps place the ramps at or near the South Fork of Peachtree Creek. We are concerned about the potential negative environmental impact of this alignment.

Flooding

The area of potential impact directly affects the flow of Peachtree Creek through the neighborhood. This leads to two concerns. First, the project could negatively impact creek flow, increasing the probability of flooding and extending the local floodplain boundaries. Second, the introduction of more impervious surface will direct more water into an overburdened creek system.

GDOT indicated that they can enhance the flow rate no more than 10% per NEPA guidelines. This area already has flooding issues that have impacted numerous homes prompting FEMA to purchase one lot due to continued issues. This lot must remain as greenspace because of the existing flood potential. ANY enhancement of the flow rate into Peachtree Creek will adversely affect our creek banks, flood plain and neighborhood. What measures will GDOT take to protect the immediate Lindridge Martin Manor neighborhood, and its surrounding habitat from flooding? To what extent would such an alignment encroach upon required stream bank buffers?

Noise

In addition, what noise mitigation efforts are planned or even feasible given the proposed height of the connector ramps?

Transportation Concerns

It is our wish and desire that GDOT work cooperatively with our neighborhood leadership, the respective planning departments and elected officials in both the City of Atlanta and DeKalb County to develop a project that creates a future transportation infrastructure that is



completely congruent with agreed upon priorities. Toward this end, the targeted GDOT study area should be expanded to include Peachtree Street, the Buford Highway Connector, and Briarcliff Road. Currently, a MARTA Study report for locating infill stations is examining the feasibility of placing a new station at the intersection with Armour Drive. Ryan Gravel is leading a planning studio this semester at Georgia Tech that is designing a multimodal station in the Armour Yard area. This facility could conceivably accommodate MARTA trains, a potential Clifton Corridor/Lindbergh MARTA station transit connection, the Brain Train, AMTRAK, the BeltLine, and I-85. This future transportation nexus may well be the most significant one in the southeast region. Our neighborhoods would hate to see the proposed Connector Ramp project pose any permanent negative impact, which could threaten the viability of such a strategic and cost-effective transportation initiative. Furthermore, might the resulting congestion mitigation effects from this project render the need for connector ramps altogether obsolete?

Economic Concerns

The projected cost of this project as estimated in 2004 was approximately \$22.5 million. Should GDOT construct this project at a later date, the associated costs will prove significantly greater. At a time when both GDOT and the City of Atlanta are facing significant budget shortfalls, we, as taxpaying citizens, believe that the high cost of this project, as proposed, is not justified in terms of its benefit to our neighborhoods and/or the region as a whole. Furthermore, the current design represents subsidized suburbanization and is, for this reason, bad policy.

Beginning in the Fall of 2008, the Lindbergh LaVista Corridor Coalition and its three partner neighborhoods including Lindridge Martin Manor, LaVista Park, and Woodland Hills will engage in the Blueprints for Successful Communities exercise. We embrace the "Smart Growth" principles that guide this process and invite GDOT to participate as a stakeholder. As a result of this study, we hope to see a more creative transportation solution whose design would prove more suitable to our urban setting.

Historic Concerns

As the City of Atlanta wrote in their response to GDOT's Early Coordination Request "there is a high potential for districts, neighborhood, and individual buildings or structures in the 'Project Study Area' boundary to be considered eligible for the National Register of Historic Places."

The proposed alignments could have significant detrimental impact on the Lindridge Martin Manor neighborhood. The height required to route the connectors would likely destroy many of these historic neighborhood homes and, potentially, our neighborhood park. Those homes remaining would endure not only the aesthetic blight but also likely see a significant reduction in their property values. While we recognize the need for improved connectivity between SR 400 and I-85, we believe that this can occur in a way that would preserve our neighborhood along with others within the proposed study area. We suggest that there are alternative means and designs that would provide improved connectivity and congestion mitigation, while simultaneously being the least disruptive to our neighborhoods. The people residing in this region do not believe that mitigating automobile traffic congestion takes precedence over neighborhood preservation.

We look forward to working with GDOT and its consultants in achieving a design that meets the needs of all parties involved and is consistent with the City of Atlanta's future Comprehensive Transportation Plan (CTP) and BeltLine planning processes. For GDOT to plan and build a highway improvement that ignores the City of Atlanta's Planning Initiatives and that negates

community values would be profoundly disappointing. Again, we emphasize the importance of working together for the betterment of the entire region.

Respectfully,



Henry Batten
President, Lindbergh LaVista Corridor Coalition



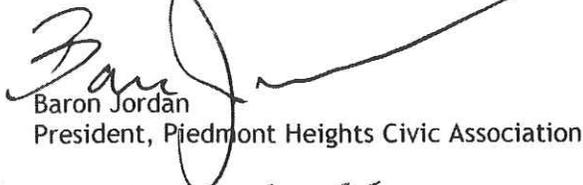
Steve Patrick
President, LaVista Park Civic Association



Jeremy Mador
President, Woodland Hills Neighborhood Association



Jane Rawlings
President, Lindridge Martin Manor Neighborhood Association



Baron Jordan
President, Piedmont Heights Civic Association



Tad Christian
President, Morningside Lenox Park Association



Dianne Olansky
Chair, Neighborhood Planning Unit-F



Letters from Middle School Students
Participating in a February 2008 Design Workshop

I am for the bike trails
because I can't drive
and it's important to get
around in a safe way

Hannah



input

The maps are very simple and clear and easy understood.

-Joe Cow

I'm for the bike trails + pedestrian safety. I think they'd be very effective both for the environment + the people of Georgia.

-Paula Cheng

11 Sophie Marchant age
12 suggest that you
make intersections
safer. Especially ones
that are near neighborhoods.
My neighborhood is right
next to an intersection on
Memorial and there are crashes
there a lot. Thank you!

ALBERTA

11-24-2017
10:00:00 AM



Connect bike & pedestrian paths around the city to allow access to all major places by manual forms of transportation. Also, expand bike lanes in streets.

- Josh Cetron



Morgan Saylor, 13 year old
7th grader at Arbor Montessori,
is in favor of Marta's
(Subway and buses). Also
taxis. Plus they should
be child friendly so
my parents will let me.



Plan Objectives List from the Peachtree Hills Neighborhood

PLANS
for the
PEACHTREE HILLS NEIGHBORHOOD
10-17-08

The Peachtree Hills neighborhood has approved a series of plans for vehicular, bicycle and pedestrian improvements to the neighborhood. The plans are on the Peachtree Hill Civic Association web site. A link will be made available where the plans can be reviewed.

- 1) A suggested bike route through the neighborhood connecting the established bike route on Peachtree Battle Rd., to the Lindbergh MARTA station and to the Lenox MARTA station along Sharondale Drive, E. Wesley, Darlington, and across Ga. 400. The route is through neighborhood streets and minimizes use of heavily trafficked roads like Lindbergh Drive and East Wesley.
- 2) Bus shelters along Peachtree Hills Avenue at heavily used stops.
- 3) Tabled intersections along Lindbergh Drive. This plan reflects the original Glatting-Jackson plan for traffic calming along Lindbergh Drive. The tabled intersections were not installed and, while traffic speeds have been reduced, traffic still needs to be slowed to a greater degree.
- 4) Pedestrian scaled streetlights along Lindbergh Drive and Peachtree Hills Avenue.
- 5) MARTA bus routes south along Piedmont from the Lindbergh MARTA station and west along Lindbergh Drive and then south along Peachtree Road. There are currently no direct buses along these routes.
- 6) Destinations, with amenities like park benches, community flower gardens, public art, planters and trash receptacles need to be created throughout the neighborhood at distances no greater than every 2,000 feet. These are places where unplanned encounters between neighbors can occur.
- 7) A walking path from the Peachtree Hills Community Center south to the future route of the Beltline pedestrian walkway. The idea is to create a walking path as soon as possible, which can one day be upgraded to the Beltline path standards.
- 8) Better synchronization of the traffic signal at Lindbergh Drive and Peachtree Hills Avenue with signals to the east on Lindbergh Drive. At rush hour, eastbound traffic on Lindbergh Drive backs up 9/10 of a mile from the light at Peachtree Hills Avenue back to Terrace Drive.
- 9) A gateway design to be installed on the east side of the railroad trestle over Lindbergh Drive as one enters the Neighborhood.

These are plans that have been approved by the Peachtree Hills Civic Association at its April, 2008 meeting. The plans have also been submitted to the neighborhood Councilman, Howard Shook.

There are also a number of general transportation concerns that have the potential for directly impacting our neighborhood:

- 1) Whenever there is new high-density development adjacent to established neighborhoods, mitigation of the impact of the development on those neighborhoods must be included in the new development plan.
- 2) High-density commercial and residential development must include close proximity mass transit.
- 3) Zoning limitations should preclude development of high-density projects if there is no mass transit provision.
- 4) Mechanisms funding mass transit need to be established, especially since there are no longer federal funds available.
- 5) Until mass transit can be funded and developed, aggressive ride-share programs should be instituted by employers to reduce the number of single rider car trips passing through established neighborhoods.
- 6) Pedestrian and bike routes need to be aggressively developed.
- 7) Connection from walking routes and bike routes to mass transit hubs need to be planned for and developed.

Submitted by the Peachtree Hills Traffic Calming and Pedestrian Safety Committee for inclusion in the Connect Atlanta Plan Index.

**CONNECT ATLANTA PLAN
COMMENT FORM
12-19-07**

We have broken down these comments into two categories: Transportation concerns specific to our neighborhood, and transportation concerns of a general nature.

Transportation Concerns Specific to the Peachtree Hills Neighborhood

- 1) Speed tables need to be installed on Lindbergh Drive between Peachtree Road and Peachtree Hills Avenue to further slow non rush hour traffic.
- 2) At rush hour, eastbound traffic on Lindbergh Drive backs up 9/10 of a mile from the light at Peachtree Hills Avenue to Terrace Drive. The traffic signals along Lindbergh at Peachtree Hills Ave., Garson and Piedmont need to be better synchronized.
- 3) Bus shelters need to be erected along Peachtree Hills Avenue.
- 4) Reestablish mass transit connectivity along Lindbergh Drive between Lindbergh City Center and Peachtree Road.
- 5) Reestablish mass transit from Lindbergh City Center south along Piedmont.
- 6) Destinations, like shops, restaurants, park benches, community gardens need to be created throughout the neighborhood at distances no greater than every 2,000 feet. These are places where unplanned encounters between neighbors can occur.
- 7) Pedestrian scaled streetlights along Peachtree Hills Ave. and Lindbergh Dr. need to be installed.
- 8) Hardscape amenities such as benches, planters, trash receptacles and public art need to be placed throughout the neighborhood.
- 9) Pedestrian and bicycle connectivity between neighborhoods and the proposed beltline route needs to be created.

General Transportation Concerns

- 10) Whenever there is new high-density development adjacent to established neighborhoods, mitigation of the impact of the development on those neighborhoods must be included in the new development plan.
- 11) High-density commercial and residential development must include close proximity mass transit.
- 12) Zoning limitations should preclude development of high-density projects if there is no mass transit provision.
- 13) Mechanisms funding mass transit need to be established, especially since there are no longer federal funds available.
- 14) Until mass transit can be funded and developed, aggressive ride-share programs should be instituted by employers to reduce the number of single rider car trips passing through established neighborhoods.
- 15) Pedestrian and bike routes need to be aggressively developed.

- 16) Connection from walking routes and bike routes to mass transit hubs need to be planned for and developed.

These comments are being submitted by Susan Conger, Howard Grimes, George Hornbein, Frank McComb, and Bruce Rose.

Thank you for your efforts and consideration of our comments.

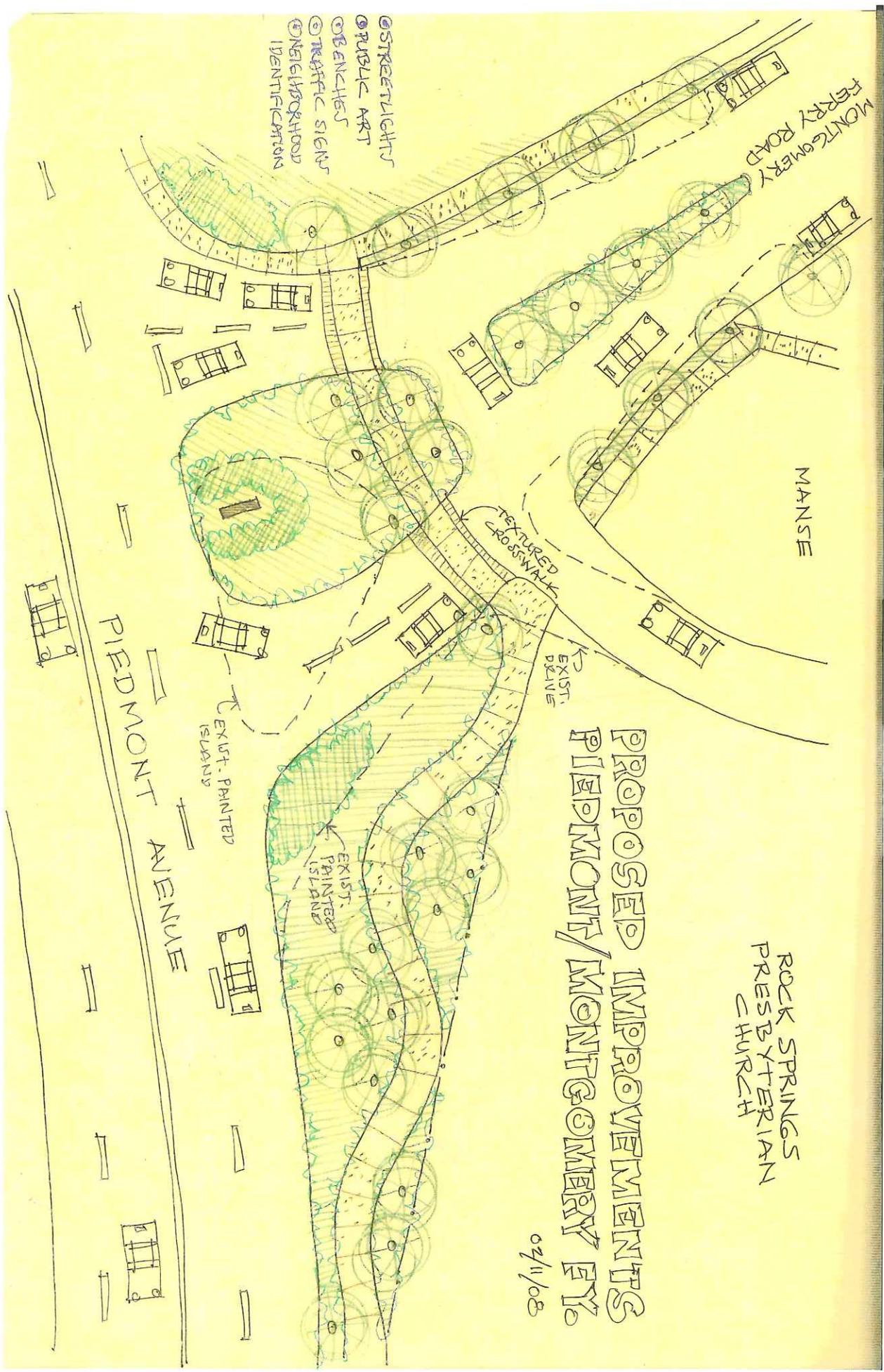


Conceptual Drawing of Proposed Improvements to the Piedmont/Montgomery Ferry Intersection

ROCK SPRINGS
PRESBYTERIAN
CHURCH

PROPOSED IMPROVEMENTS PIEDMONT/MONTGOMERY EYE

02/11/08





North Buckhead Recommendations for the Connect Atlanta Plan

North Buckhead's Connect Atlanta Recommendations

DRAFT

Fixing “Habersham” has consequences to neighborhood areas – Relocating Piedmont, adding a grid, and fixing the Habersham bottleneck has consequences beyond those intended: Old Ivy Road traffic will become much heavier. Drivers who now go miles out of their way to avoid a 15-minute wait on Habersham, will change their behavior once the problems are fixed. The Connect Atlanta Plan should have built-in improvements to make this a win-win result, not a win-lose result.

A guaranteed “Residential Buffer” is required for success of a “New Piedmont” plan – If Piedmont is moved east, the residents need to be guaranteed a buffer, preferable one of commercial buildings with acceptable (50’) rear yard buffers, as required by ordinances. However, if the street is put next to the condos, there is no ordinance requiring a buffer – the road can be put immediately adjacent to the residential properties. If relocating Piedmont is to be the premise of the Connect Atlanta Plan, we need guarantees in law to establish a buffer (a distance where the road will not be located), to protect the condo values. If that buffer is invaded, then the City should buy out the condo owners at a fair (non-distress) price. Such a deal protecting existing residents should be part of the Connect Atlanta Plan just as much as relocating Piedmont is part of that plan.

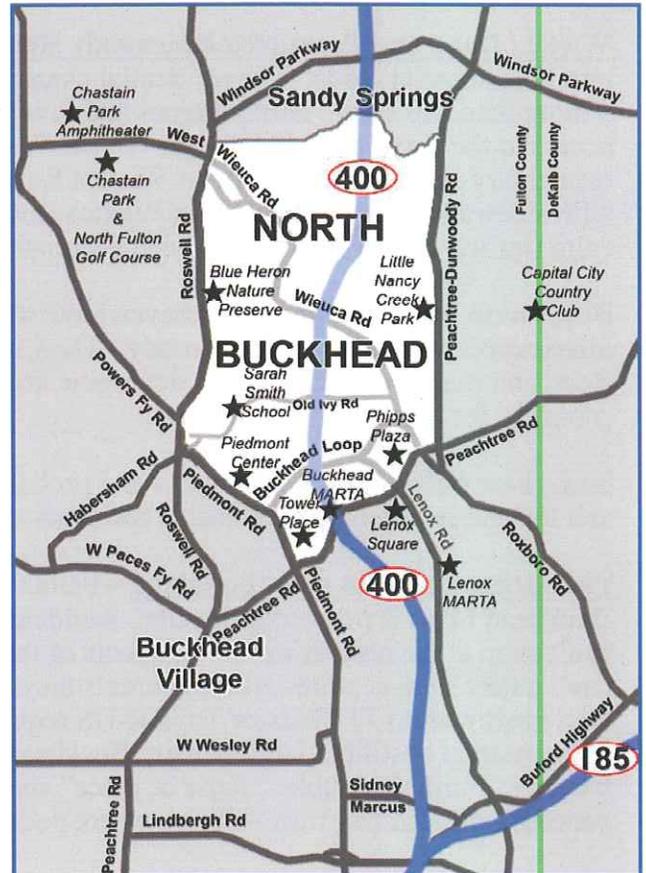
Sidewalks and Traffic Calming for Old Ivy – When the Habersham bottleneck is fixed, traffic flow will increase on Old Ivy Road. Old Ivy is the site of Sarah Smith Elementary School. Kids and parents walk to school. Sidewalks on both sides of Old Ivy Road, from Roswell/Piedmont to Wieuca, need to be part of the plan. Traffic calming needs to protect the residential nature of Old Ivy – narrower lanes, landscaping, etc. are needed to slow and calm traffic.

Improved school drop off required for Sarah Smith – Improved facilities need to be provided for parents in cars who come to drop off or pick up children. Today, the westbound of Old Ivy is blocked twice a day by a line of cars waiting to enter Sarah Smith. This line is inconsistent with the concept of a larger volume of traffic on Old Ivy Road.

Traffic signals need to be considered for Old Ivy’s “feeder” streets – Traffic going eastbound on Old Ivy in front of Sarah Smith School, is either local or it ends up (almost all the time) on Wieuca at Ivy Road or Wieuca at Old Ivy Road. To avoid introducing new bottlenecks at these intersections, new traffic signals should be considered. Traffic flow analyses should be done to consider where the Old Ivy traffic goes once it reaches Wieuca – no doubt, much reaches Peachtree-Dunwoody Road and beyond. The capacity of those roads should be considered, too.

I-85/GA 400 Interchange must be completed – The failure to build a complete I-85 interchange when GA 400 was built causes much excess surface traffic in Buckhead, particularly on Peachtree, Piedmont, the Buckhead Loop, Wieuca, Lenox, and Roxboro Roads. It is absolutely critical to complete this interchange.

Roswell Corridor Project required – We have a tremendously successful Peachtree Boulevard project. It has made a wonderful improvement to our City and is an investment that will pay for itself many times. A similar project is under way for the Piedmont Road Corridor. It is important for Atlanta and Sandy Springs to



North Buckhead's Connect Atlanta Recommendations

DRAFT

jointly undertake a Roswell Corridor Project. Roswell Road is a gateway to Buckhead and a gateway to Atlanta. It is imperative that the City, in concert with Sandy Springs, makes another investment that will pay for itself many times: a beautified Roswell Road. The project should include wider sidewalks, standardized signs, landscaping and lighting, underground utilities, and a uniform development/zoning philosophy. The 25-acre Blue Heron Nature Preserve, on Roswell Road at Nancy Creek, could become a centerpiece of an integrated Roswell Corridor Plan.

Wieuca Road and Peachtree-Dunwoody Roads – Attention need to be paid to North Buckhead's two main, purely residential roads. The residential character of these roads and adjoining property needs to be protected – more than 250 single family homes and low-density condominiums front on Wieuca or have their sole access to the outside world through Wieuca Road. Further, it is extremely likely that there will be new elementary school will be built on Wieuca Road. School children (and parents) will need a calm environment with sidewalks along both sides of Wieuca Road -- narrower lanes, landscaping, etc. are needed to slow and calm traffic. A turn lane(s) may be appropriate at the school.

Both North Buckhead and Brookhaven have some of their few outlets to the outside world at a few intersections on Peachtree-Dunwoody. The City has purchased a new five-acre park on Peachtree-Dunwoody Road and plans are under way to determine how it will be developed – a playground is one of the highest priorities for this park.

Some new traffic signals, sidewalks and probably other amenities will become appropriate on both Wieuca and Peachtree-Dunwoody to enable residents to safely use the new park and elementary school.

Pedestrian Enigmas must be solved – Parts of North Buckhead are inaccessible to pedestrians – the Buckhead Loop is pedestrian-hostile. Residents of some of North Buckhead's most densely developed areas can't shop at the nearest stores – residents of the Post Stratford apartments or Park Avenue condominiums can't easily shop at stores and restaurants they can see from their home's windows. To walk the 400' from a Post apartment to TJ Maxx or Toys-R-US requires a 2/3-mile walk through a route distinguished, in places, by its pedestrian hostility. High-density Buckhead should become as pedestrian friendly as it is automobile friendly. Further, a public "sense of place" should be provided to pedestrians in urban Buckhead – parks/greenspace/dog runs – places where pedestrians can feel at ease and welcomed.

Funding the entire Roswell/Piedmont/Habersham/neighborhood streets solution as a complete package – The Connect Atlanta plan should not allow for the partial package of improvements. Not only must the high volume roads be fixed, but before their improvements are started, funding for related projects should be dedicated and available. A firm allocation of 20% of the overall project budget for the Roswell/Piedmont/Habersham improvements should be earmarked for interior neighborhood needs, shared on both sides of Roswell.

Additional density in the Peachtree, Roswell and Piedmont corridors must be limited OR those projects must fund the creation of transit and a pro rata share if the operation of transit – There is some limit to how much traffic Piedmont and Peachtree can carry. Development of new density should not be permitted unless a realistic, near-term transit plan is available and a funding mechanism is in place to build it out. Impact fees and increased density-related millage rates should pay for development that requires transit or the development should be deferred. We should not take away the land owners rights to develop their land but neither should we let them dump the costs caused by their developments on existing residents and other property owners.

Prepared on March 12, 2008 by:
Gordon Certain, President
North Buckhead Civic Association
gordon@nbca.org



Summary and Map of NPU-O Bicycle Plan

NPU-O Bicycle Plan

Edgewood, Kirkwood, and Eastlake

Bicycle Modalities

- 1.) Off street mixed use PATH trail
- 2.) On street bicycle lanes
- 3.) Marked & signed shared bicycle/vehicular lanes

East West Routes

Upper Tier

- Marked & signed shared bicycle/vehicular lanes east on Caroline Street from it's intersection with Moreland to Marion Place and then north to LaFrance Street and then east to LaFrance and Whitefoord.
- On street bicycle lanes east on La France Street from it's intersection with Whitefoord Avenue to Arizona Avenue and then on Rogers Street NE to the Pratt Pullman Yard mixed use PATH entrance.
- Off street mixed use PATH from the Pratt Pullman Yard entrance at Rogers Street to the intersection of College Avenue and Howard Street NE.
- On street bicycle lanes from Howard and College east to the intersection of College Avenue and Eastlake Drive (Atlanta city limits).

Middle Tier

- On street bicycle lanes on Hosea Williams Drive from it's intersection with Moreland Avenue NE to the intersection of Hosea Williams and Candler Road NE (Atlanta city limits), *excepting* marked & signed shared bicycle/vehicular lanes on Hosea Williams from Oakview Road to 2nd Avenue.
- Off street mixed use PATH trail connecting Hosea Williams Drive and Wylie Street SE alongside Moreland Avenue.
- On street bicycle lanes on Cottage Grove Avenue from Oakview Road SE to Memorial Drive.
- Off street mixed use PATH from the Parkview Neighborhood of unincorporated Dekalb County through Charlie Yates Golf Course to Alston Drive and 2nd Avenue.
- Off street mixed use PATH on south side of Alston Drive from 2nd Avenue to Morgan Place SE.
- Marked & signed shared bicycle/vehicular lanes on Alston Drive from 2nd Avenue to Candler Road (Atlanta city limits).

Lower Tier

- Off street mixed use PATH trail from Burgess Road SE at Walker Park paralleling I-20 to Dekalb Memorial Park and Glenwood Avenue SE at I-20.
- On street bicycle lanes on Glenwood Avenue SE from I-20 to Candler Road

Eastside Trolley Route

Modified from the Jaeger Company's 1993 "Eastside Trolley Greenway Trail Study".

- From Arkwright Place SE & Moreland Avenue to the bridge at the bottom of the hill an off street 10' wide bicycle PATH + 24" border each side to occupy the mid portion of city right of way. Remaining center right of way to become a greenscaped buffer while adding to existing vehicular routes on both sides.
- Marked and signed shared bicycle / vehicular lanes across the bridge.
- From the bridge east on Arkwright Place S.E. & Woodbine SE to it's intersection with Hosea Williams Drive, a 10' off street bicycle PATH with 24" borders in the northern portion of the city right of way.

- From Woodbine Avenue SE & Hosea Williams Drive through Gilliam Park to Rogers Street and then south to Hosea Williams Drive an off street PATH trail.
 - utilizes closure and conversion of the western side of the divided road Woodbine Avenue from Hosea Williams to Wade Avenue
 - includes a spur connection to the end of Arizona Avenue
- On street bicycle lanes from Hosea Williams Drive and Oakview Road SE. following Oakview Road SE & NE to the Oakhurst business district utilizing both sides of the 19th century boulevard street, separated by a linear park.

North South Routes

- On street bicycle lanes on Whitefoord Avenue from Dekalb Avenue to Memorial Drive.
- Marked & signed shared bicycle/vehicular lanes from Whitefoord and Memorial Drive to Walker Park using Memorial Terrace SE and Burgess Road
- On street bicycle lanes on Wyman Street SE / Maynard Terrace SE from Hosea Williams south to connect with Glenwood Avenue SE.
- On street bicycle lanes on Arizona Avenue from Dekalb Avenue to the end of Arizona Avenue.
- An off street mixed use PATH spur connecting the end of Arizona with the Gilliam Park PATH.
- Marked & signed shared bicycle/vehicular lanes on Howard Street NE from College and Howard south to Hosea Williams.
- Marked & signed shared bicycle/vehicular lanes on Eastlake Terrace SE from it's intersection with Oakview Road SE to Memorial Drive.
- Off street mixed use PATH trail connecting Eastlake Terrace SE and Eastlake Boulevard SE on south side of Memorial Drive.
- On street bicycle lanes on Eastlake Boulevard SE from Memorial Drive to Glenwood Avenue SE.
- Off street mixed use PATH trail on west side of 2nd Avenue from Glenwood to Memorial Drive.
- On street bicycle lanes on 2nd Avenue from Memorial to Oakview Road NE.
- On street bicycle lanes on Eastlake Drive from College Avenue at Eastlake MARTA Station to Alston Drive.

Critical Intersections

May require additional signage, lighting, or engineering to maximize bicycle safety.

- Caroline Street NE and Moreland
- Hosea Williams Drive and Moreland Avenue
- Arkwright Place and Moreland Avenue
- Whitefoord Avenue and Dekalb Avenue
- Arizona Avenue and Dekalb Avenue
- Rocky Ford Road and Dekalb Avenue / College Avenue
- Whitefoord Avenue and Memorial Drive / Memorial Terrace
- Wyman Street SE / Maynard Terrace SE and Memorial Drive
- Eastlake Boulevard SE / Eastlake Terrace SE and Memorial Drive
- 2nd Avenue SE and Memorial Drive
- Eastlake Drive and Memorial Drive
- Wilkinson Drive SE / I-20 and Glenwood Avenue SE
- Eastlake Boulevard and Glenwood Avenue SE
- 2nd Avenue and Glenwood Avenue SE
- Woodbine Avenue SE / NE and Hosea Williams Drive
- PATH crossing at Rogers Street NE
- Oakview Road SE / NE and Hosea Williams

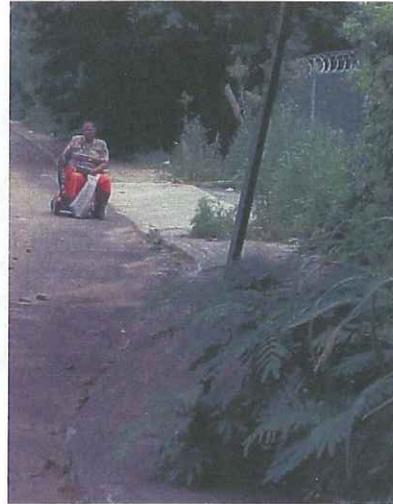


Existing Transportation Issues in the Perkerson Park Community

Locations of Neighborhood-Identified Issues in the Perkerson Community:

1. Langston Drive (located between Perkerson Rd & Metropolitan Pkwy/SR 19)

Issue: Wheelchair/Pedestrian accessibility.



2. Metropolitan Pkwy/SR 19 and Lakewood Ave.

Issue: Poor line of sight results in cars blocking crosswalk.

3. Metropolitan Pkwy/SR 19 between Langford Pkwy/SR 166 and Cleveland Avenue

Issue: Poor drainage conditions brought about in part by repaving without proper milling.



4. Metropolitan Pkwy/SR 19 Underpass at Langford Pkwy./SR 166

Issues: Inadequate/broken lighting beneath underpass, poor sidewalk conditions, lack of safe pedestrian crossings.

5. Metropolitan Ave./SR 19 and Deckner St.

Issue: Steel post in sidewalk blocks wheelchair access.

6. Lakewood Ave. entrance/exit ramps to Langford Pkwy./SR 166

Issues: Inadequate merge creates dangerous conditions. Tight curb radii compel trucks to use Fleet St. (residential area).



7. Metropolitan Pkwy/SR 19 and Banks Ave.

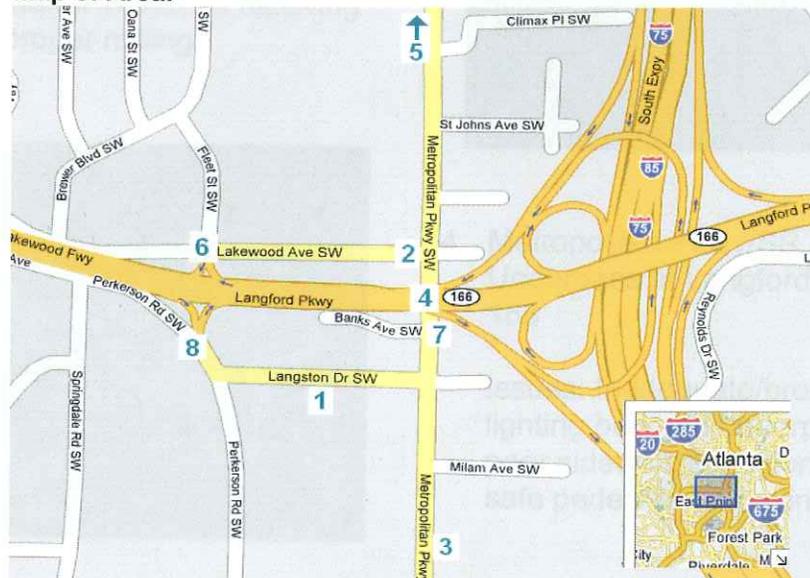
Issue: Inadequate interstate signage results in frequent turns onto dead-end street.



8. Perkerson Rd. entrance/exit ramps to Langford Pkwy./SR 166

Issue: Short merge/narrow intersection causes accidents.

Map of Area:





NPU H/Adamsville Recommendations

Connect Atlanta Transportation Plan.

NPU-H Adamsville Community

1. Fairburn Road widened to accommodate three lanes from Cascade Road to Bolton Road and from Bolton Road to Hollowell Parkway. The three lane is to facilitate turning into apartments and businesses.
2. The extension of Howell Drive to cross M.L. King Jr Drive to allow for entrance to Collier Height Plaza and Fairburn/Gordon Apartments. (This is shown on your website)
3. Pedestrian Islands at M.L King & Fairburn Road; M.L. King & Brownlee Road; M.L. King and I-285 overpass; M.L. King & Bolton Rd
4. Light Rail from H.E. Holmes Station to Austell GA running down M.L. King Jr. Drive-crossing Fulton Industrial to Mableton Parkway-Floyd Road crossing the East West Connector to Austell Road.
5. Walking and/or Bike Trail from Cascade Preserve to Herbert Green Preserve (located on Boulder Park Drive)
6. Walking and/or Bike Trail from Herbert Green Preserve to Wilson Mill Park.
7. Paving of English Drive (off of Boulder Park Drive) and continuation of the street to loop to Fairburn Road or B.E. Mays Drive or Brownlee Road which will need to be continued across Boulder Park Drive and paved. If English Drive is looped to Brownlee it would cross the railroad track.
8. Change the position of the traffic light at Treadwell Road and M.L. King (at I-285) to give traffic signal access to cars travel off of Treadwell on to M. L. King. Repaving of Treadwell.
9. Reopen Harwell Road from Delmar Lane to Collier Road.
10. Cut a street near the 4510 lot (vacant land area) on Boulder Park Drive through to Bakers Ferry Road to make the area more walking friendly and encourage development.
11. Cut a street to connect the Boulder Park/Bakers Ferry area to Cascade Road on the County end. Bakers Ferry Road and Wilson Mill Road both use to connect to Cascade Road before Fulton Industrial area was developed and subdivisions were built. There is vacant land between Boulder Park and Cascade Road (on county end) to connect the two streets.
12. Develop North/South one lane access road along both sides of the railroad tracks (those are active tracks) that runs from downtown Atlanta to Southwest Atlanta at Cascade Road allowing for exits and entrances with turn lanes at major crossroads like: Downtown; West Lake; M.L. King near Holmes MARTA Station; Boulder Park & M.L. King; Fairburn Road & Mays Lane (not Mays Drive); Cascade at Danford. Bike lanes and walking paths could be included. This could run to Douglasville if other counties and ARC by-in.



NPU C Transportation Hot Spots

MEMORANDUM

TO: Heather Alhadeff, Assistant Director, Planning and Transportation, COA

FROM: NPU-C Transportation Task Force

DATE: April 2, 2008

SUBJECT: Traffic "hot spots" in NPU C

As requested, the following is a list of traffic "hot spots" in NPU C. This list was presented to and approved by NPU C at its April 1, 2008 meeting.

1. "No Truck" zones in NPU C, especially those on Moores Mill and on West Wesley
 - Problem: lack of enforcement of "no truck" zones by APD, and issuance of truck route permits by COA in these zones; multiple uses of a truck permit by truck companies for jobs other than covered by the permit; use of expired permits by truck companies
 - Partial Solution: better APD and COA awareness of truck zones; willingness of APD to issue tickets; installation of signs APD says is necessary to allow them to issue tickets; no truck route permits issued for "no truck" zones; notification to NPU's and opportunity to comment on proposed truck route applications
2. Howell Mill/Downwood Circle intersection
 - Problem: dangerous road curvature
 - Partial Solution: use existing right of way to straighten reverse curve
3. Nothside Parkway/Moores Mill
 - Problem: making left turns from Northside Parkway onto Moores Mill
 - Partial Solution: install signals with left turn arrow on Northside Parkway
4. West Paces Ferry between Moores Mill and Habersham

–Problem: traffic overload, backing up from light at West Paces Ferry/Habersham

–Partial Solution: better light coordination/timing

5. Moores Mill/Bolton and Bolton/Marietta Boulevard

–Problem: traffic gridlock due to bad road alignment and design

–Partial Solution: implement approved extension of Moores Mill and the approved reconfiguration of Bolton/Marietta Boulevard intersection

6. Moores Mill/West Wesley

–Problem: inadequate length of left turn lanes on Moores Mill; lack of coordination of light at this intersection with traffic from I-75/Moores Mill intersection causes traffic backups

–Partial Solution: extend length of left turn lanes on Moores Mill to accommodate more than 2 cars, and coordinate light with Moores Mill/I-75 interchange traffic

7. Moores Mill/I-75

–Problem: traffic backs up in both directions from 3 way stop; traffic backs up from Moores Mill/West Wesley light

–Partial Solution: removal of stop signs and coordination with Moores Mill/West Wesley light

8. Howell Mill/Nawench

–Problem: difficulty for pedestrians crossing Howell Mill

–Partial Solution: install crosswalk, and extra warning lights and signage due to road slope

9. Northside Drive (in general)

–Problem: lack of capacity, aggravated by plan to eliminate 3rd lane as through lane; safety issues with 3rd lane; traffic especially backs up at Collier Road, Channing Valley, Sagamore and West Wesley intersections, but is problematic from I-75 to Northside Parkway

--Partial Solution: this needs a comprehensive review and rethinking, to include–

-create left turn lane and arrow at southbound Northside Drive intersection with West Wesley, using reversible lane if necessary

-lengthen green light cycle for Sagamore to reduce backups on Sagamore, or add a left turn arrow on Peachtree Battle at Northside Drive

-have GDOT install a large Piedmont Hospital exit sign for I-85 southbound/Peachtree Road interchange to direct hospital traffic onto Peachtree northbound, to take pressure off northbound Northside Drive at I-75 interchange, as well as Collier Road.

-create regional transit bus stop (e.g., CCT, GRTA) at Northside/I-75 (Tiffany's location?), to serve new development in area, connect to Northside Drive Beltline station and to Piedmont Hospital shuttle between existing facility and new outpatient surgery center on Howell Mill

10. Collier Road between Northside Drive and Peachtree Street

-Problem: gridlock at rush hour and at Piedmont Hospital shift changes, speeding on Collier Road

-Partial Solution: this also needs a comprehensive review and rework, including--

-create northbound on-ramp for I-75 at Peachtree/I-75

-connect Spalding Drive (behind Piedmont Hospital/Shepherd Center) to Peachtree Valley Road, so that employee traffic for both facilities can access parking decks from Peachtree Road, to take pressure off Collier

-encourage/require Piedmont Hospital to implement shuttle service for employees to/from Arts Center MARTA station

-to deal with speeding on Collier (the curve from Redland Road to Walthal Drive is especially dangerous), narrow lanes by adding planted median strip and/or moving curbing toward center line and adding trees

-fully fund and complete sidewalks on both sides of Collier between Peachtree and Howell Mill, and install safe crosswalks for access to parks and across Northside

11. Collier Village [Howell Mill between I-75 and Collier (including Channing Valley intersection); Beck Street; Emery Street; Collier between Howell Mill and Defoors Ferry]

-Problem: gridlock at rush hours due to bad road geometry and design

- Partial Solutions:

- coordinate timing of all lights
- add lights at Howell Mill/Emery and at Collier/Beck
- create dedicated "right on" lane on Howell Mill at entrance to I-75 northbound ramp
- redesign Beck and Emery
- redesign Beck/Collier intersection
- add "right turn only" lane on Beck at intersection with Howell Mill
- add new street connecting Howell Mill and Beck, between and parallel to Collier and Emery
- create direct access to I-75 northbound on ramp from Beck

12. Collier Hills neighborhood

- Problem: cut-through traffic
- Partial Solutions:
 - add raised intersections at Overbrook/Cottage and Overbrook/Evergreen to enforce stopping at stop signs
 - narrow the roadway on Spring Valley/Collier Place to slow traffic

13. Howell Mill, south of Peachtree Battle

- Problem: speeding traffic
- Partial Solutions:
 - install traffic light at intersection of Howell Mill with Northcliffe/Woodley
 - install pedestrian crossing light at intersection of Howell Mill with McKinley
 - synchronize all lights with traffic lights which are north and south of new lights on Howell Mill

14. West Wesley/Dellwood

- Problem: inability to cross West Wesley due to heavy traffic

-Partial Solution: install a crosswalk at the West Wesley/Dellwood intersection

15. Bohler/Defoors Ferry

-Problem: approved Quality of Life traffic calming improvements never implemented

-Partial Solution: construct approved traffic calming improvements



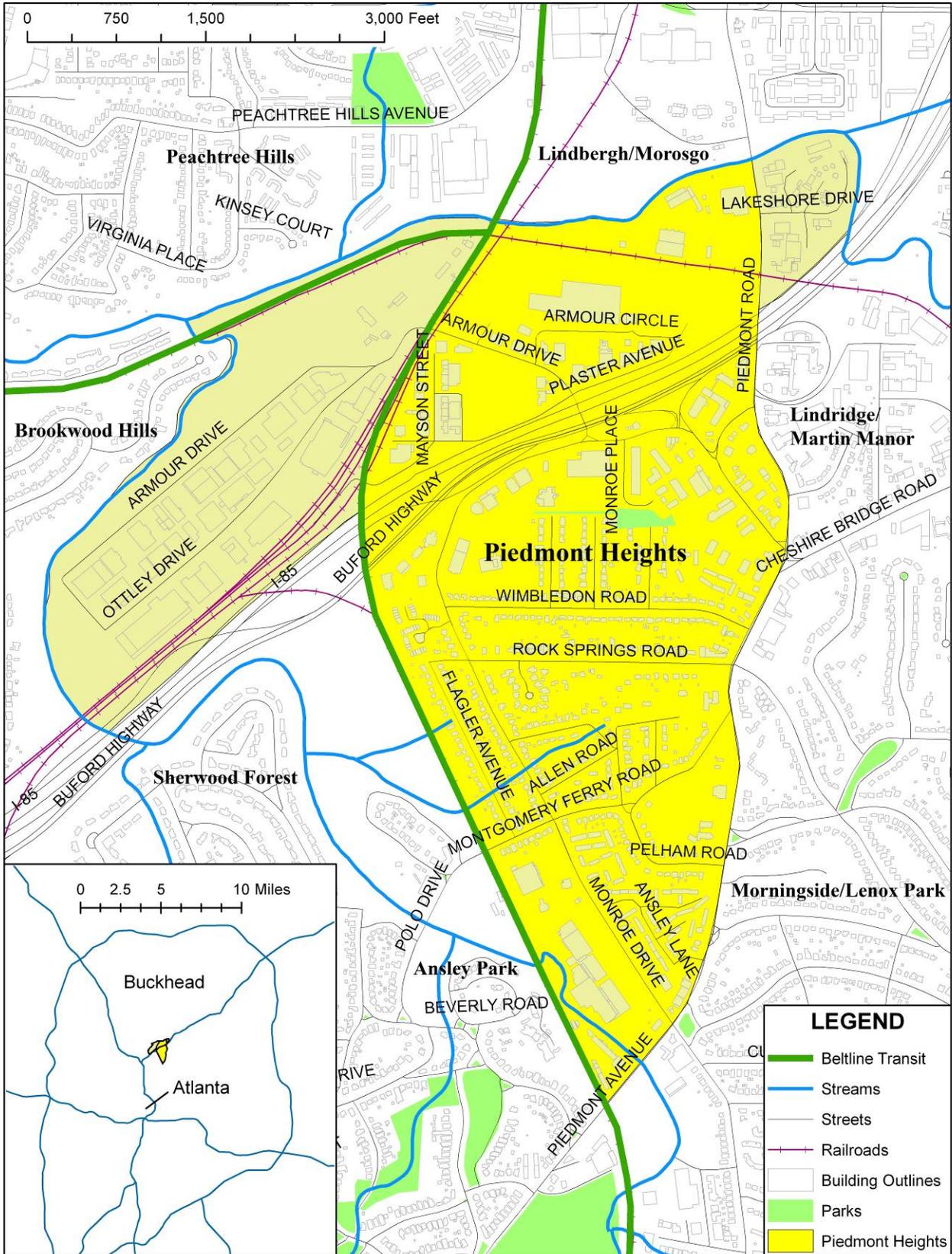
Piedmont Heights Blueprint Plan Summary

Blueprints for Successful Communities Program

Piedmont Heights

Blueprints for Successful Communities
Spring 2007





Piedmont Heights (in yellow) within the context of the larger study area and surrounding neighborhoods

EXECUTIVE SUMMARY

- **The Blueprints Process**
- **Comprehensive Vision**
- **Comprehensive Greenspace Vision**
- **Major Themes & Policy Considerations**

Between January and May 2007, The Georgia Conservancy and a Georgia Tech architecture and city planning studio worked with the Piedmont Heights Civic Association, neighborhood stakeholders, and abutting neighborhood associations to create a *Blueprint* for quality growth. Although small in size, Piedmont Heights is confronting many of the same opportunities and challenges faced by the City of Atlanta as a whole. This *Blueprints for Successful Communities* planning program was undertaken to ensure that Piedmont Heights is guided by quality growth principles, holistic planning, and strong community involvement.

As is often the case with neighborhoods that approach the Georgia Conservancy to conduct a *Blueprints* planning process, there is the recognition of neighborhood change and an understanding of the instigator of that change. Anticipating BeltLine master planning initiatives, the Piedmont Heights Civic Association (PHCA) contacted the Georgia Conservancy for assistance as the neighborhood prepared to develop a Request for Proposals (RFP) for a neighborhood master plan.

Piedmont Heights is an intown neighborhood located halfway between bustling Downtown Atlanta and Buckhead. As intown living has become more popular due to proximity of employment centers, vibrant arts and cultural activities, and reduced traffic woes, many close-in Atlanta neighborhoods are experiencing redevelopment pressure. The recently passed BeltLine Tax Allocation District has increased these redevelopment pressures on neighborhoods such as Piedmont Heights.

The quickened pace of potential change in the Piedmont Heights neighborhood poses both threats and opportunities. Premature

and haphazard construction may negatively impact what quality of life the neighborhood wishes to preserve, while thoughtful, guided development may prove to be a boon.

To assist Piedmont Heights in creating a balanced and consensus-driven vision for their future during this period of change, PHCA and the Georgia Conservancy partnered with the city and regional planning and architecture program at the Georgia Institute of Technology to create a *Blueprint* for positive change. Led by professor Michael Dobbins, 17 graduate students were involved in the spring 2007 urban design studio focusing on Piedmont Heights.

The goal of this *Blueprints* process was to comprehensively evaluate the challenges facing Piedmont Heights and devise alternative solutions to identify the best courses of action for the community, both near term and in the future. The following document contains the results and recommendations of the *Blueprints* Piedmont Heights process.

The Blueprints Process

The Georgia Conservancy's *Blueprints for Successful Communities* planning process included four neighborhood meetings which were designed to frame the issues of concern for the community both in the short and long term. See Appendix A for the *Blueprints* Piedmont Heights timeline. These meetings provided the forum for community members to articulate their concerns, priorities, assets, and challenges to the Georgia Tech students. See Appendix B for a complete list of assets and challenges.

The planning studio utilized three points of analysis to understand the issues affecting Piedmont Heights: 1) topic areas; 2) space; 3) and time. Topic areas included a documentation of existing conditions in terms of demographics, the natural environment, the built environment, and transportation. Spatially, the neighborhood was examined both as a whole, and as three distinct sub-areas. Finally, the students developed a

short-term and long-term implementation plan with accompanying resources.

The demographic profile for Piedmont Heights shows a neighborhood that has undergone steady population growth. It is highly educated, relatively wealthy, and largely employed. In addition, it is becoming increasingly diverse. It contains a large number of jobs, shopping amenities, and a variety of housing options available to a wide range of income levels.

Transportation is an overarching concern for Piedmont Heights. It is bordered by two main arterial roads – Monroe Drive and Piedmont Avenue. It has immediate freeway access to I-85, two MARTA bus routes, and is intersected by three rail lines. The future potential for alternative transit developments is crucial for the neighborhood. Opportunities include a multi-modal station, the BeltLine, and possible commuter rail lines. In addition, the neighborhood has an opportunity to increase its pedestrian connectivity through improved sidewalk accessibility and new bike/pedestrian paths.

In addition to transportation, there are many greenspace challenges and opportunities in Piedmont Heights. Clear Creek and Peachtree Creek frame the neighborhood. Piedmont Park is expanding to the southern edge of the neighborhood, and the BeltLine trails system will run along the western edge. Although current plans are underway to provide resident access and protection of existing greenspace, there are significant opportunities to improve the connectivity of the existing and future greenspace network.

The Piedmont Heights neighborhood is defined by three geographic areas deemed susceptible to change: Ansley Mall, Monroe Crescent, and Armour-Ottley. A number of public policy issues are paramount to the future of Piedmont Heights, including concerns around land use and zoning, transportation, the natural environment, economic development, and affordable housing. The studio examined each sub-area

and identified short and long term visions, recommended solutions, and implementation plans that reflect the character and needs of each subarea.

This *Blueprints* report is a distillation of the work produced by the students in the Georgia Tech studio. In some cases the students explored more alternative solutions than were included in the final report, in other cases additional explanatory information accompanied the text. The student report in its entirety is housed both with the PHCA and at the Georgia Conservancy.

Comprehensive Vision

The comprehensive vision lays out the redevelopment strategy over the short (3 – 10 years) and long term (> 10 years). Here, these redevelopment strategies are combined on single maps, one short term and one long term, to show how various enhancements taken incrementally can begin to make the neighborhood more cohesive, maximizing the benefits of redevelopment while minimizing potential negative outcomes. In each map, realistic opportunities for redevelopment are shown, along with the multi-modal infrastructure improvements necessary to support them.

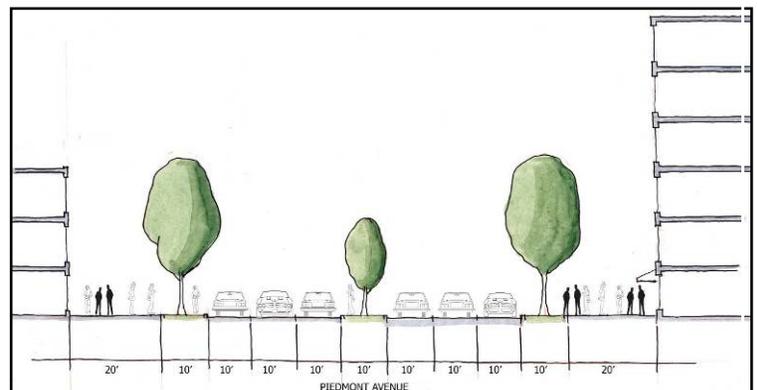
The Ansley Mall subarea is included in the Beltline Tax Allocation District and is ripe for redevelopment. Its short-term vision is one of incremental change, and aims to improve pedestrian conditions, public space, and connectivity for the area. It calls for streetscape improvements to Monroe Drive and Piedmont Avenue, new trail connections, updated MARTA routes, and sets out a plan for the redevelopment of Ansley Mall. The long-term vision calls for implementing a new block structure within Ansley Mall that will redefine the site's connection to Monroe Drive, the Beltline and Clear Creek. In addition, the long term vision calls for several new streets both within Ansley Mall and the adjacent multi-family residential areas. It also calls for increased density on the Ansley Mall property that is mindful of the surrounding residential development by stepping down in intensity. Additionally, there is an emphasis on greenspace connectivity both in terms of the BeltLine trail and the Piedmont Park expansion.

The Monroe Crescent subarea spans from Monroe Drive to Piedmont Avenue. The most significant recommendation in the short term vision is the addition of a two-lane road running east-west through the middle of the subarea that connects Monroe Drive to Piedmont Avenue. Gotham Way Park and a new trail system connecting to the BeltLine are also focal points of the short term plan.

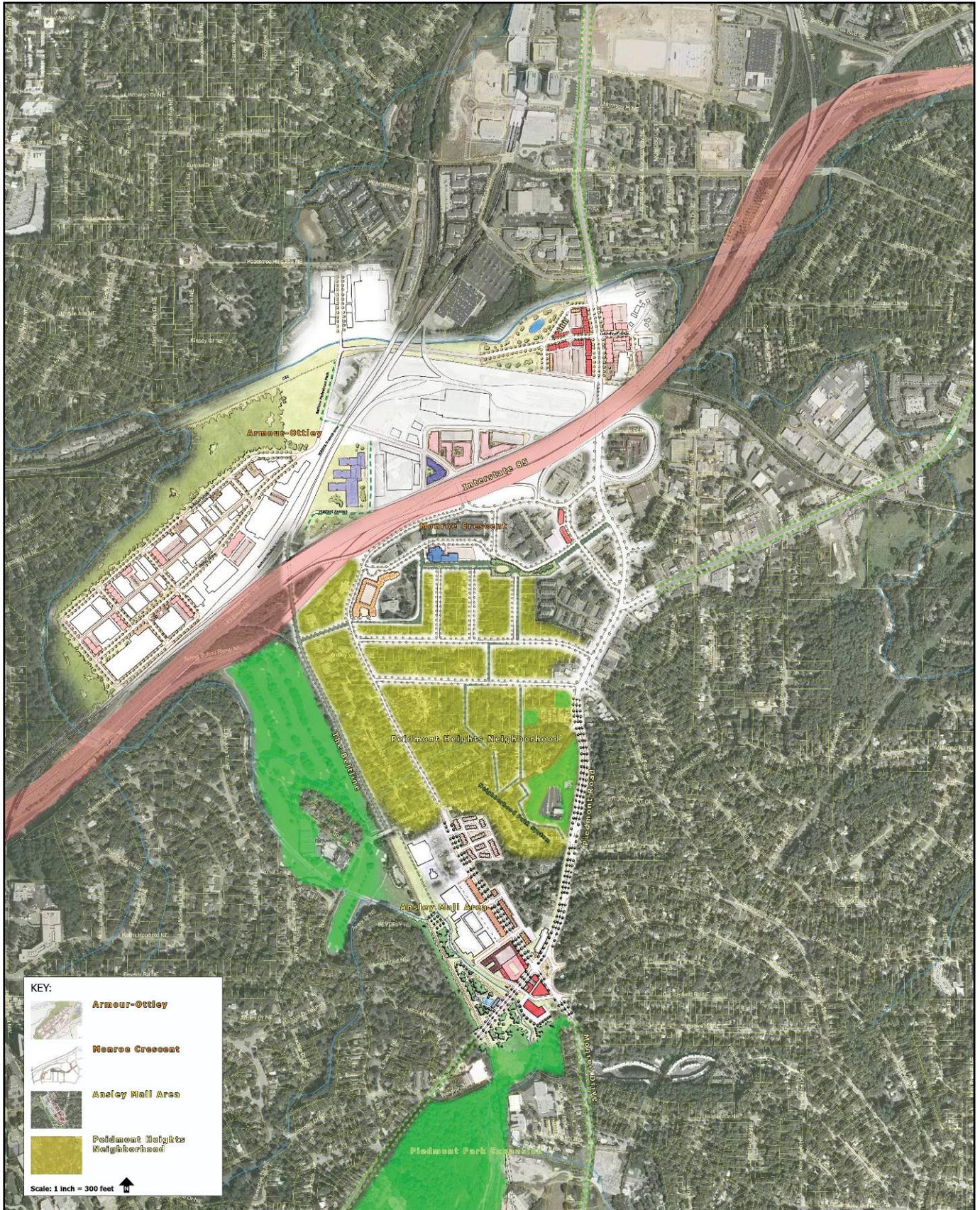
The long term redevelopment vision for Monroe Crescent is to have two concentrated areas of development, one residential/retail and the other office. The long term vision for transportation includes significant changes to the access and exit ramps to and from Buford Highway, as well as intersection improvements at Piedmont Circle, Piedmont Avenue, and Cheshire Bridge Road.

The Armour-Ottley subarea's short-term vision calls for increasing pedestrian and vehicular connectivity to and within the sub-area, increasing greenspace, encouraging concurrent transit-oriented development, and providing a more consistent pedestrian-friendly character for major streets. Specific development and design guidelines are laid out for both the short and long-term visions for the Rollins/Orkin property, Ottley Circle, and the Mayson Street and Plasamour Triangle areas. Recommendations include creating a new block structure, addressing brownfield concerns, and siting a new school.

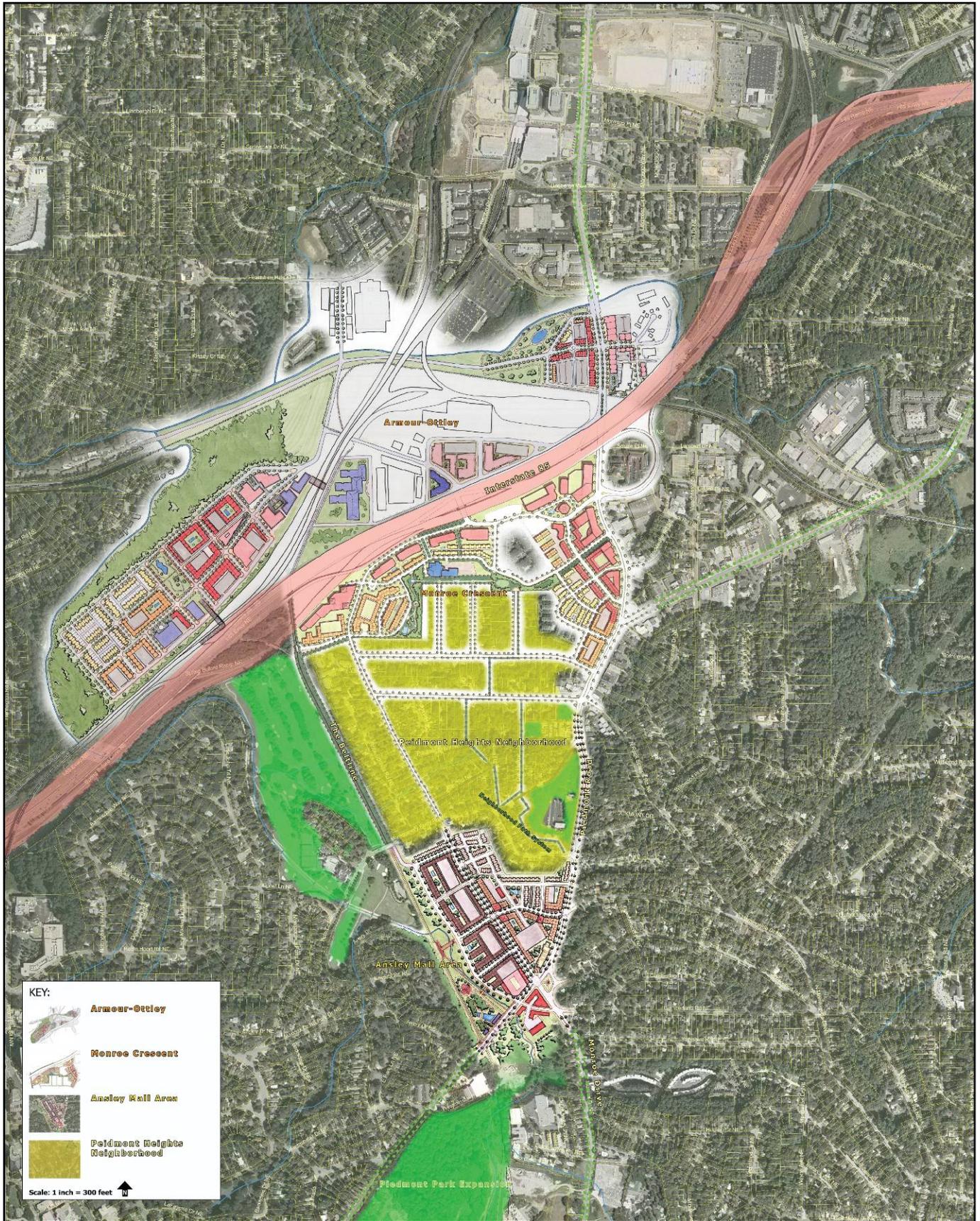
Recommended corridor improvements to Piedmont Road do not fall within a particular subarea plan but do have an effect on the overall redevelopment vision for Piedmont Heights. It is recommended that Piedmont Avenue become more boulevard-like with six lanes of traffic plus a 10 foot median, occasional left turn lanes, 10 foot planting strips and 20 foot sidewalks running the length.



Example Cross-Section for Piedmont Avenue



Comprehensive Short Term Vision for Piedmont Heights



Comprehensive Long Term Vision for Piedmont Heights

Comprehensive Greenspace Vision

Piedmont Heights is fortunate to be surrounded by numerous proposed greenspace projects, including the Piedmont Park North Woods expansion, architect John Wyle's Peachtree Creek Greenway plan, and the BeltLine trail. Each specific subarea plan addresses some potential for greenspace preservation, acquisition, expansion, or improvement and the comprehensive vision shows how all of these disparate plans work together as a whole.

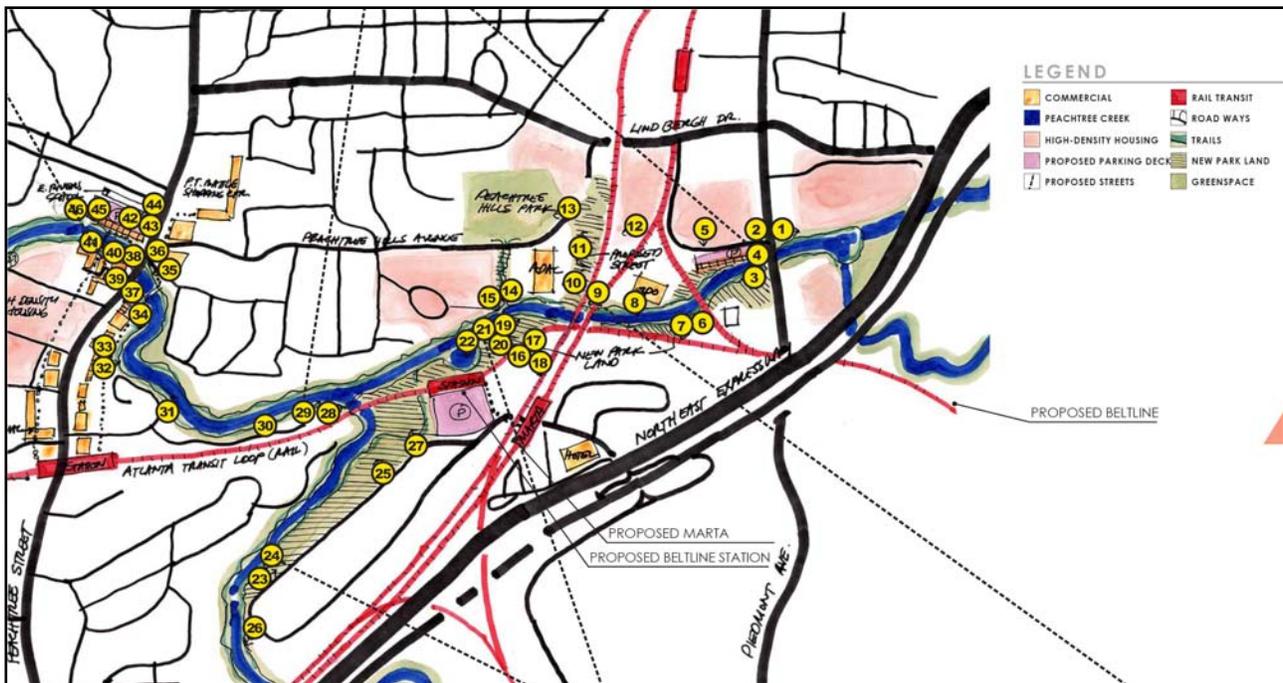
Building off of the Piedmont Park expansion, the southern tip of the Ansley Mall area along Clear Creek could be redeveloped into a greenspace that complements the Piedmont Park North Woods expansion directly across Piedmont Avenue.

Gotham Way Park, in the Monroe Crescent subarea, could be expanded westward into a greenway that crosses Monroe and connects to the BeltLine, and eastward to a revitalized Piedmont Circle area. A neighborhood path network that stems from Gotham Way Park and travels north through the Armour – Ottley area to the potential Peachtree Creek Greenway, south to the Morningside Baptist Church greenspace, and west to the Ansley

Mall area, could be created by improving existing streetscapes and using historic easements.

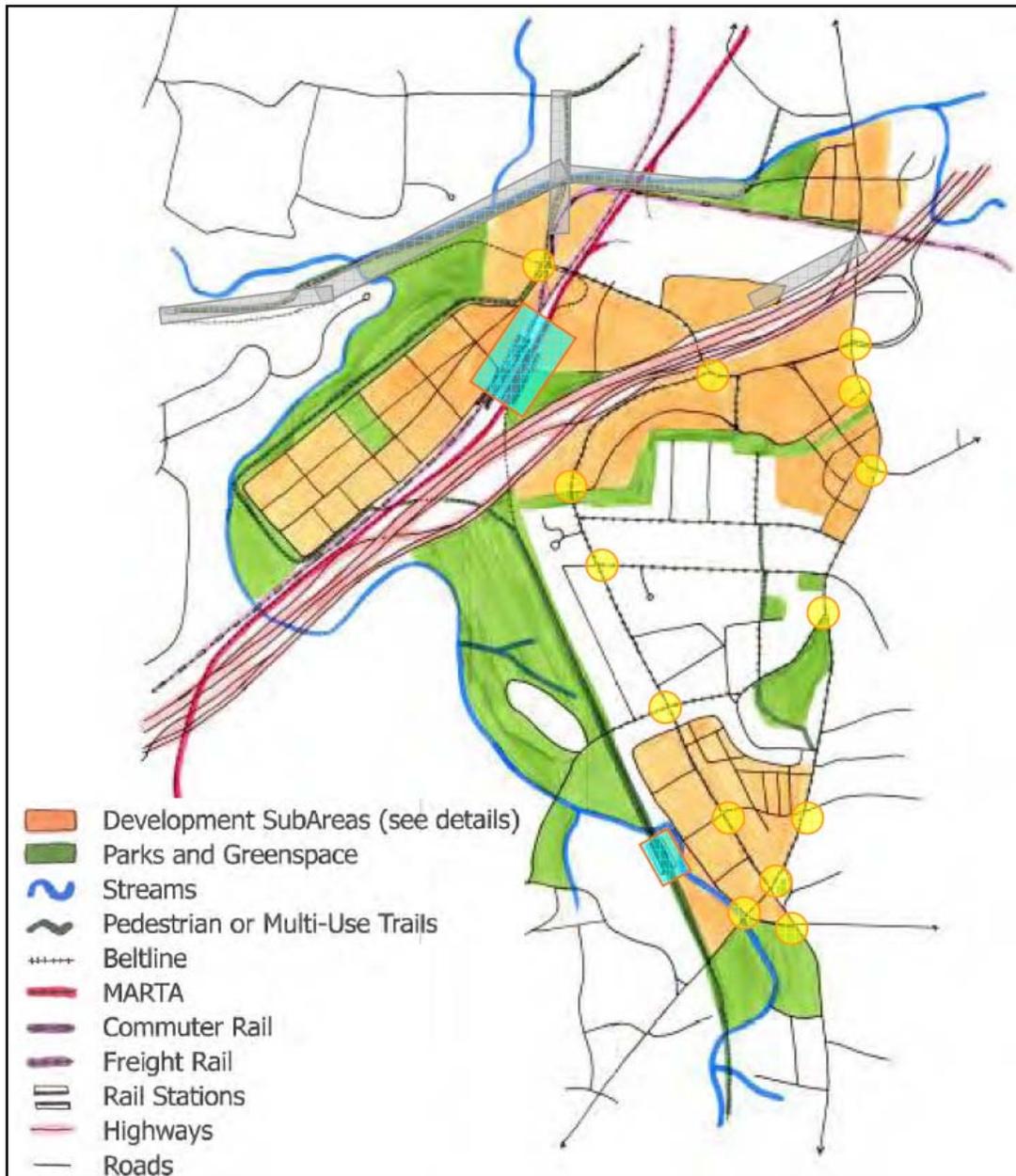


Upper Section of the Piedmont Park North Woods



Eastern Section of John Wyle's Vision for a Peachtree Creek Greenway

The ultimate goal of the greenspace vision is to add additional greenspace to the Piedmont Heights neighborhood by expanding upon the limited existing park space, creating greenways to connect new and existing parks to the BeltLine, and by setting aside land to become greenspace as development intensifies. To be successful, the neighborhood will need to be in close communication with the leaders of these other projects and with developers as areas of interest come up for redevelopment.



Potential Transportation and Greenspace Improvements

Major Themes and Policy Considerations

Several major themes or policy considerations emerged during the *Blueprints* planning process. These included: concurrency, preservation of affordable housing, pedestrian and transit-friendly urban design standards, development guidelines, greenspace optimization, and neighborhood-guided development. These major themes are included in the implementation checklist as overarching implementation strategies that should be employed by the neighborhood to ensure beneficial development.

Concurrency addresses community concerns about the neighborhood being overwhelmed by development. The premise behind concurrency is that appropriate development is approved contingent upon the addition of necessary infrastructure improvements. It also means development that overwhelms existing infrastructure without mitigating the impact should not be allowed.

Preservation of housing affordability is an issue citywide. The Piedmont Heights neighborhood expressed an overall desire to preserve the affordability of the existing housing stock in the neighborhood. While the neighborhood overall does not appear to be affordable, Piedmont Heights is affordable relative to the surrounding neighborhoods.

When it comes to housing affordability, the neighborhood can either choose to rehabilitate and preserve existing affordable housing or it can redevelop the housing in such a manner that there is no net loss in affordability. Preservation of existing affordable housing stock is probably the most viable option due to redevelopment pressures. The implementation checklist provides resources for both preservation options.

Pedestrian and transit-friendly urban design standards such as the addition or improvement of sidewalks, traffic control measures (crosswalks, speed bumps,

parking meters), parking requirements (shared, on-street, minimums and maximums), and streetscape improvements (medians, street trees, benches, lighting) can be achieved through a variety of means. Funding sources and their regulating organizations are found in the implementation plan.

Development Guidelines are important to be aware of as they determine what can be built and how it should look. The Beltline overlay district is a zoning district created by the city to facilitate the creation of the BeltLine. The BeltLine Overlay District's design requirements were created to provide guidance to developers planning development in BeltLine subareas. Rezoning within Piedmont Heights is restricted by the Beltline overlay district.

The Overlay District outlines requirements for: building heights, yards, and screening; connectivity and parking requirements; buffers and trails; sidewalks, street trees, street lights, and visibility; landscaping of surface parking lots, curb cuts, bicycle parking; restrictions for on-site surface parking.

In addition, Quality of Life zoning districts can be employed by the neighborhood to achieve the desired design and redevelopment suggested for each of the Piedmont Heights subareas that are not specifically imposed by the BeltLine overlay district. Quality of Life zoning allows for a greater mixing of uses which helps facilitate a neighborhood feel.

Greenspace optimization includes the preservation and improvement of existing greenspace and the acquisition of new greenspace. Under the City of Atlanta Comprehensive Plan, "greenspace" is defined as permanently protected land and water that is in its undeveloped, natural state or that has been developed only to the extent consistent with community goals concerning natural resource protection. It is important that greenspace connects into the larger

transportation network to increase pedestrian options within the community.

To acquire new greenspace, the community will need to either purchase the land outright or obtain a conservation easement from property owners. The major issue in acquiring new greenspace is obtaining the funding to purchase it. Funding will also be crucial in improving existing green areas. There are many possible sources of funding for conservation easements and land purchases some of which have been outlined in the implementation plan.

Brownfield remediation is an important aspect of environmental optimization. Given the number of light industrial uses in the area, environmental assessment should be mandated to determine what level of contamination exists on specific sites prior to redevelopment. Having a clear understanding of the type and scope of environmental hazard will expedite the redevelopment process.

Neighborhood-guided development speaks to the interest that the residents of Piedmont Heights have in being a part of the neighborhood change process that is occurring. The *Blueprints* project raised the level of community awareness regarding planning needs and initiatives. It also facilitated communication across neighborhood boundaries. It is important to build upon that communication by reaching out to neighboring communities during the public participation process around any redevelopment proposal affecting the Greater Piedmont Heights area. Strong community involvement ensures that planning policy goals that have been agreed upon by the neighborhood are not overlooked or ignored.

Piedmont Heights is at an important crossroads. The neighborhood has great potential for change over the next 20 years due to redevelopment forces, including the BeltLine and the neighborhood's prime location in terms of transportation access.

The ability of the neighborhood to preserve its existing affordable housing, single family core, and adequate transportation infrastructure is at stake. There is also the opportunity to improve the quality of life in the neighborhood with increased greenspace, pedestrian connectivity and neighborhood-oriented development.

The question is who will guide the direction and vision of the new development. This plan is the first step for the neighborhood in determining the character and vision they want. It provides potential alternatives for the community members to consider. Next the residents of Piedmont Heights must remain involved in the BeltLine subarea master planning process and similar efforts by the City of Atlanta to ensure their vision is implemented. Funding from the BeltLine TAD and other sources should be secured quickly for small short term improvements, like sidewalks and streetscaping. This step will demonstrate the possibility for improvements and the effectiveness of neighborhood participation. The new neighborhood energy generated from this victory should be directed toward the remaining short and long term improvements.

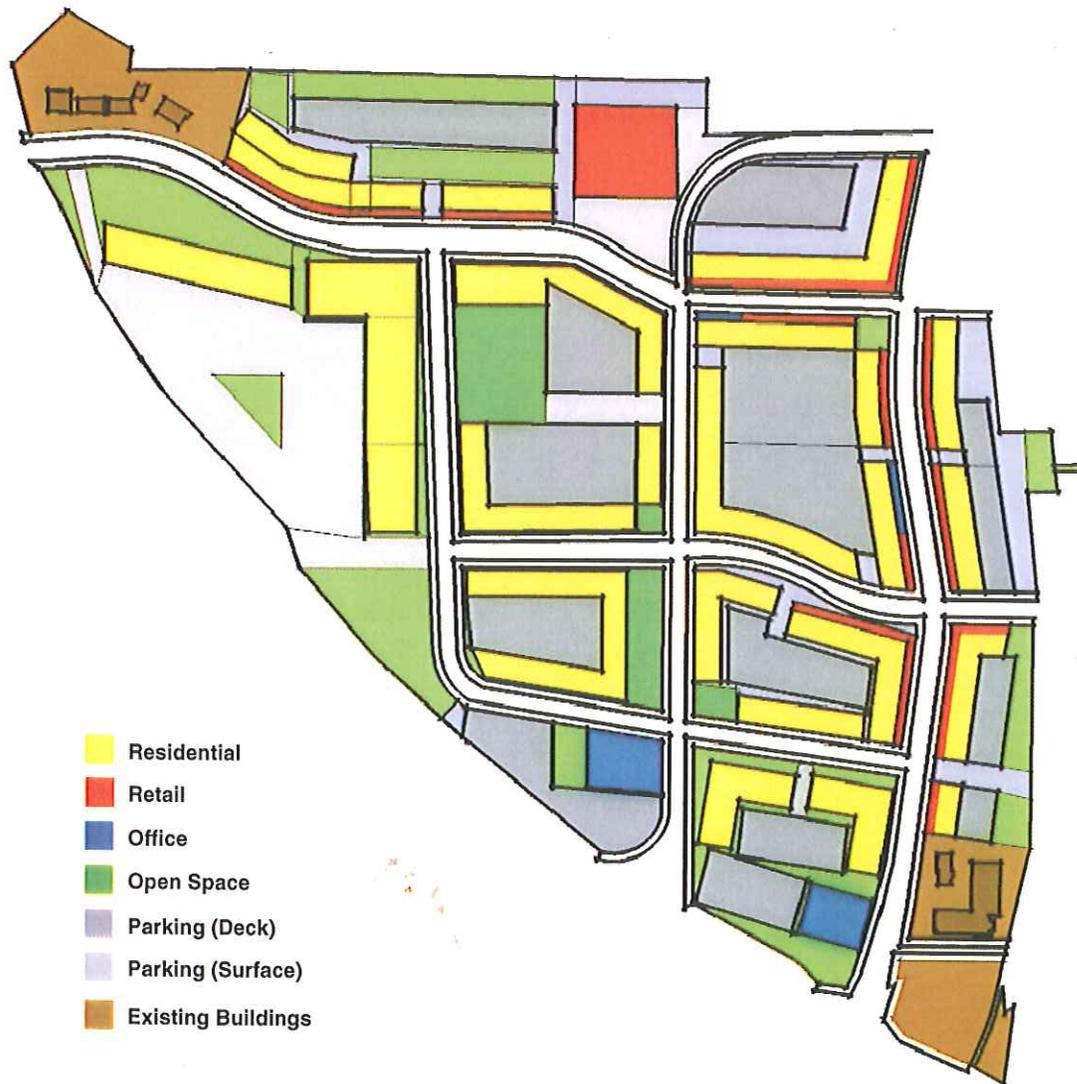


Collier Village Blueprint Plan Summary

Blueprints for Successful Communities Program

Collier Village

Blueprints for Successful Communities
Spring 2008



1 EXECUTIVE SUMMARY

Collier Village (The Village) is a predominantly commercial district in northwest Atlanta defined by the triangle formed by I-75, Howell Mill Road, and Collier Road, and including the commercial strips on the east side of Howell Mill and the north side of Collier. The area is predominantly retail, with two low rise office towers and 396 low rise apartments owned by Post Properties located along I-75. The neighborhood is immediately surrounded by the residential neighborhoods of Wildwood, Springlake, Channing Valley, and Underwood Hills.



Aerial photo of site (Source: Google Maps)

Today Collier Village finds itself in a critical transitional period. Buildings are older, land is underutilized, there is a surplus of surface parking, and parcels are being assembled – all indicators that redevelopment is coming. In addition, traffic congestion is already a major issue for the area. The location is attractive and existing zoning allows for higher densities, but existing streets cannot handle today's traffic and there are few ways in, out, and through the area.

If left to redevelop without a plan, the new development could lead to more problems and even worse traffic. Existing zoning allows high density development and requires excessive parking, but requires no height limits or pedestrian amenities. The number of vehicle trips could double while street capacities remain the same.

There are some solutions that will help a little. Collier Village can improve both the quality of new development and the flow of traffic. New zoning categories can restrict heights, provide for green space and pedestrian amenities, and require less parking. Traffic flow can be enhanced by improving key intersections, reducing curb cuts, and adding traffic lights, lanes, and additional streets over time.

There are also more radical solutions such as downzoning, which restricts allowable development, widening Collier Road and Howell Mill Road to five or six lanes, connecting Emery Street to I-75, or increasing the number of connections into and out of The Village, but these may not be financially or politically feasible.

Through a series of four public meetings, the Blueprints Studio team worked with neighborhood stakeholders to explore the issues faced by The Village and a range of possible future outcomes. The studio then developed a set of strategies for consideration and adoption by the stakeholders as the consensus vision for the neighborhood.

In the first meeting, stakeholders expressed their areas of concern in The Village which mainly revolved around a lack of public space, traffic congestion, and a poor and unsafe pedestrian environment. In the second meeting the studio team presented a graphic demonstration of potential development scenarios under existing regulatory conditions to give stakeholders an understanding of how Collier Village might redevelop under certain conditions (See Appendix). The studio also presented the list of issues identified by the stakeholders in the first meeting, organized into the areas of land use and development, urban design and environment, and transportation. The stakeholders then voted on their priorities which helped direct the focus of the studio work.

In the third meeting, the studio team presented three illustrative development scenarios that combined a variety of land use, urban design, and transportation approaches for feedback from the stakeholders. These approaches included dividing large blocks with a street grid, imposing a six-story height limit, adding public spaces in a variety of configurations, shifting density and activity from Howell Mill Road to Emery Street, connecting Emery directly to the I-75 onramp, and applying Quality of Life zoning throughout The Village (See Appendix).

From the feedback received on these scenarios, the studio team developed a set of strategies and recommendations along with a final illustrative scenario which were presented for review and comments at the fourth Blueprints meeting. The following seven strategies and recommendations emerged to guide the future growth of The Village:

TRANSPORTATION STRATEGIES

Strategy 1: Encourage a variety of traffic and safety improvements on existing through streets (Collier, Howell Mill, Emery and Beck) and at intersections to facilitate through traffic, The Village users and neighbors.

Strategy 2: Encourage the addition of new public and private streets within The Village to improve internal circulation and facilitate better connections from within The Village to primary streets and surrounding area.

Strategy 3: Pursue alternative transportation modes and coordinated or shared parking to reduce traditional vehicular trips.

LAND USE STRATEGIES

Strategy 4: Enact "Quality of Life" zoning which supports creating mixed-use development at a human scale and seeks to integrate a range of housing types into existing commercial areas.

Strategy 5: Encourage a mix of uses in the existing and new development that support a more urban environment. In Collier Village, this includes a residentially-focused, pedestrian friendly environment with diverse retail opportunities, which will form a 'town center' for the existing neighborhoods and future residential growth.

URBAN DESIGN AND ENVIRONMENT STRATEGIES

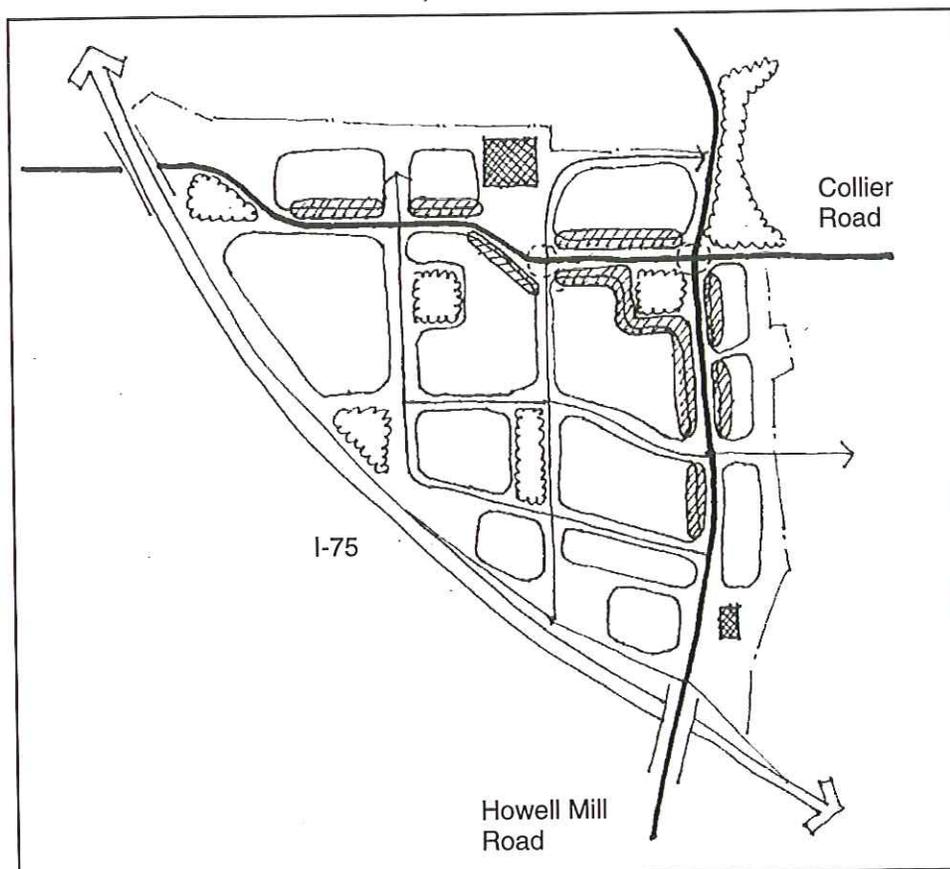
Strategy 6: Create an improved public realm through introduction of street furniture, lighting, public art and public parks and gathering spaces.

Strategy 7: Work to protect existing older trees and create Environmental Design Overlay Guidelines to re-introduce natural elements into The Village over the course of its redevelopment.

The final illustrative scenario incorporated several of the ideas explored in earlier scenarios, including applying Quality of Life zoning, dividing the existing large-block structure with a street grid, focusing retail activity on Howell Mill and Collier Roads, restricting high-rise development to the properties closest to the freeway, and adding public green space to The Village. More information about these ideas can be found in the body of the report.

These concepts were then presented at the final meeting where the stakeholders agreed that the strategies presented represented the consensus agenda.

The full report contains an exploration of 1) the existing conditions in The Village, 2) an analysis of possible development and transportation scenarios, 3) the strategies listed above along with associated recommendations, 4) an illustrative plan for The Village following the strategies laid out in the report, and 5) a list of short and long-term actions to implement the strategies.



Final Illustrative Scenario

The Blueprints report recommends that Collier Village stakeholders form working groups and continue the conversation about future development. Stakeholders should begin to implement short-term strategies, including pursuing a Village-wide rezoning to one or more of the Quality of Life zoning codes; creating separate retail, office, and residential plans; determining which street extensions are desirable to form the street grid; and initiating contact with MARTA, the PATH Foundation, developers, the Georgia Department of Transportation (GDOT), the City of Atlanta, Park Pride, and others to begin discussions on the issues and solutions that are appropriate for those organizations to address. Strategies and recommendations for implementing this plan can be found in Section 5 of this report.



Cabbagetown Neighborhood Parking Plan

Cabbagetown Neighborhood Improvement Association

Atlanta Public Works Transportation
Nursef Kedir
68 Mitchell St.
4900 City Hall South
Atlanta GA 30303
404-330-6501
nkedir@atlantaga.gov

Dear Mr. Kedir,

After several surveys the Cabbagetown Neighborhood Improvement Association voted at the December 2006 meeting to implement the following traffic devices:

- Add stop signs to the following intersections making them all way stops: Sheldon and Carroll St., Powell, Wylie and Tenelle, Powell and Kirkwood, Tye and Kirkwood, Gaskill and Tye, Gaskill and Estoria, Pearl and Kirkwood, Pearl and Fulton Terrace
- Add crosswalk markings on Carroll St. at intersections and The Mill pedestrian gate, as well as Tenelle, Wylie and Powell intersection and repaint the Wylie and Krog, and Pearl and Wylie crosswalks.
- Paint bulb outs at the corners of streets to show which side of the street the parking goes and to keep the corners open for emergency vehicles.
- Have old sign-age updated, repaired and replaced. Wrong Ways, One Ways, No Parking.
- Reduce Speed Limit to 20 mph and replace Speed Limit signs

We understand that traffic devices are subject to the following:

- The installation of traffic devices includes both signage and markings could slow the response time of the fire department and other emergency vehicles by several seconds per traffic calming device.
- The City of Atlanta/Department of Public Works will be responsible for the maintenance of the traffic devices.

Cabbagetown feels the above devices are a first step in improving the traffic and parking issues and may make further changes in the future depending on the results.

We would like to coordinate this with the repaving of the neighborhood after the sewer separation project is complete in the next 3-4 months. Currently many of the signs have been removed, because of construction.

If you could give me a time line on the implementation of these devices I would appreciate it. Because of the sewer project, we have had virtually no rules and minimal signs to control and direct traffic. Many of the residents are frustrated and eager to find out when these devices will be installed.

If you would like to meet for a walk through or have any questions concerning this petition or traffic calming devices installation should be directed to the traffic committee chair:

Steve Williams
153 Powell St. Atlanta, GA 30316
404-524-4959
swpc@bellsouth.net

Sincerely

Steve Williams

177 Estoria Street

Suite A

Atlanta, GA 30316

PROPOSED CARROLL STREET PARKING AND TRAFFIC PLAN

The traffic committee proposes the following traffic and parking proposal to improve the quality of life on Carroll St. **(SEE MAP):**

- Add perpendicular public parking spots and green space on the west side of Carroll St., north of Shelton St. These new spots will be created by removing the embankment hill that currently runs from the sidewalk up to the fence of the Fulton Cotton Mill Lofts parking lot.
- Shift public parking on Carroll St. from the east side, north of Shelton to Tenelle, to the new parking spots on the west side of Carroll St.
- Retain public parking on the east side of Carroll St. from Gaskill to Shelton. This will allow residents on Carroll St. to park near their homes and help calm traffic.
- Add an all-way stop at Shelton and Carroll St. intersection.
- Install bike racks in the new green space being created.
- All Public Parking
- No Widening of Carroll St.

This is not a final plan. As always, the Traffic Committee, welcomes your questions and comments for improving this proposal.

Please list other ideas, comments, problems, etc. below. Thanks!

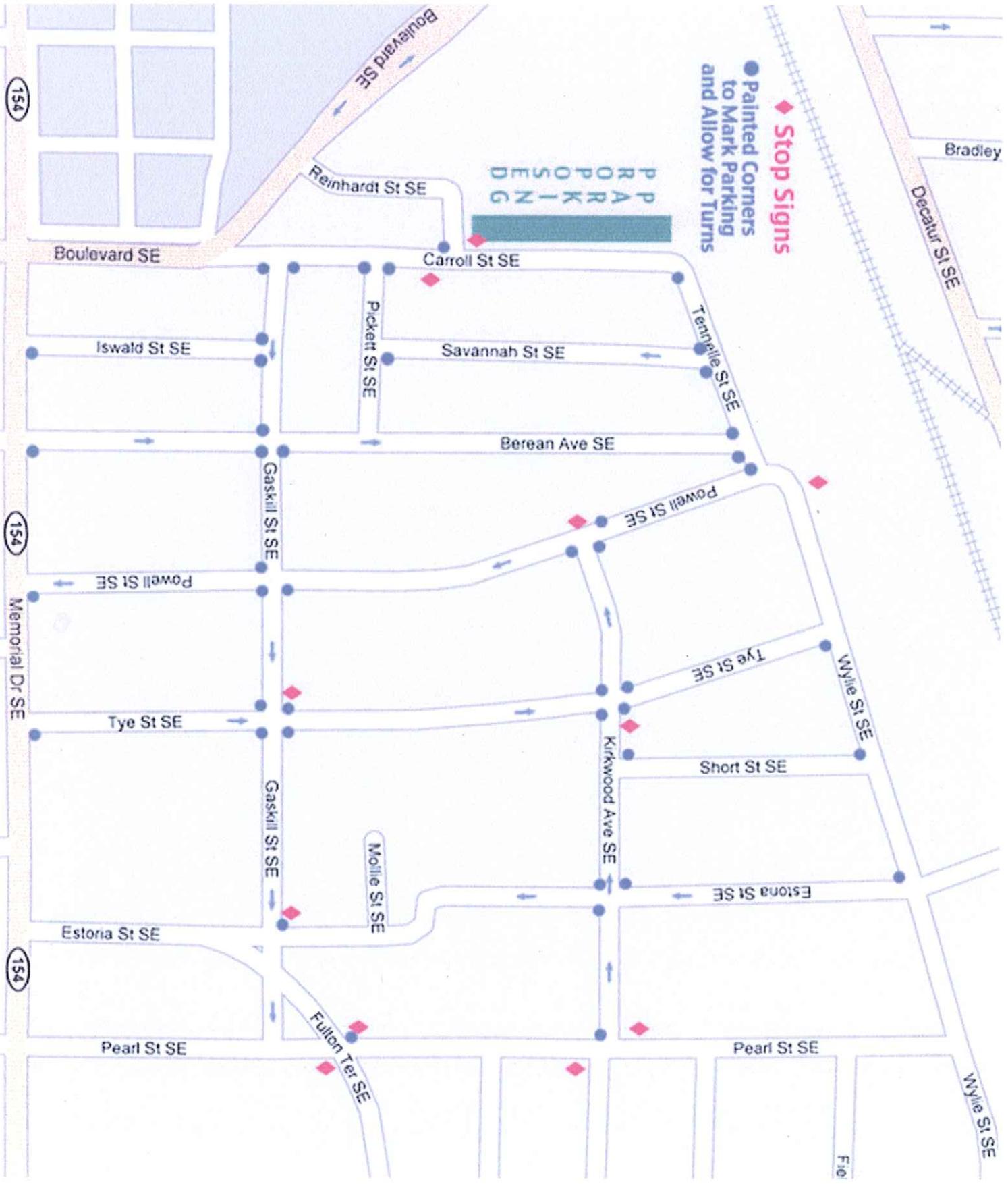
Please return to the person that gave them to you or 153 Powell St.
Any questions call Steve at 404-524-4959

Address: _____ Owner: Y – N

If not owner list owner, name, address and phone:

◆ Stop Signs
● Painted Corners
to Mark Parking
and Allow for Turns

P
A
R
K
I
N
G

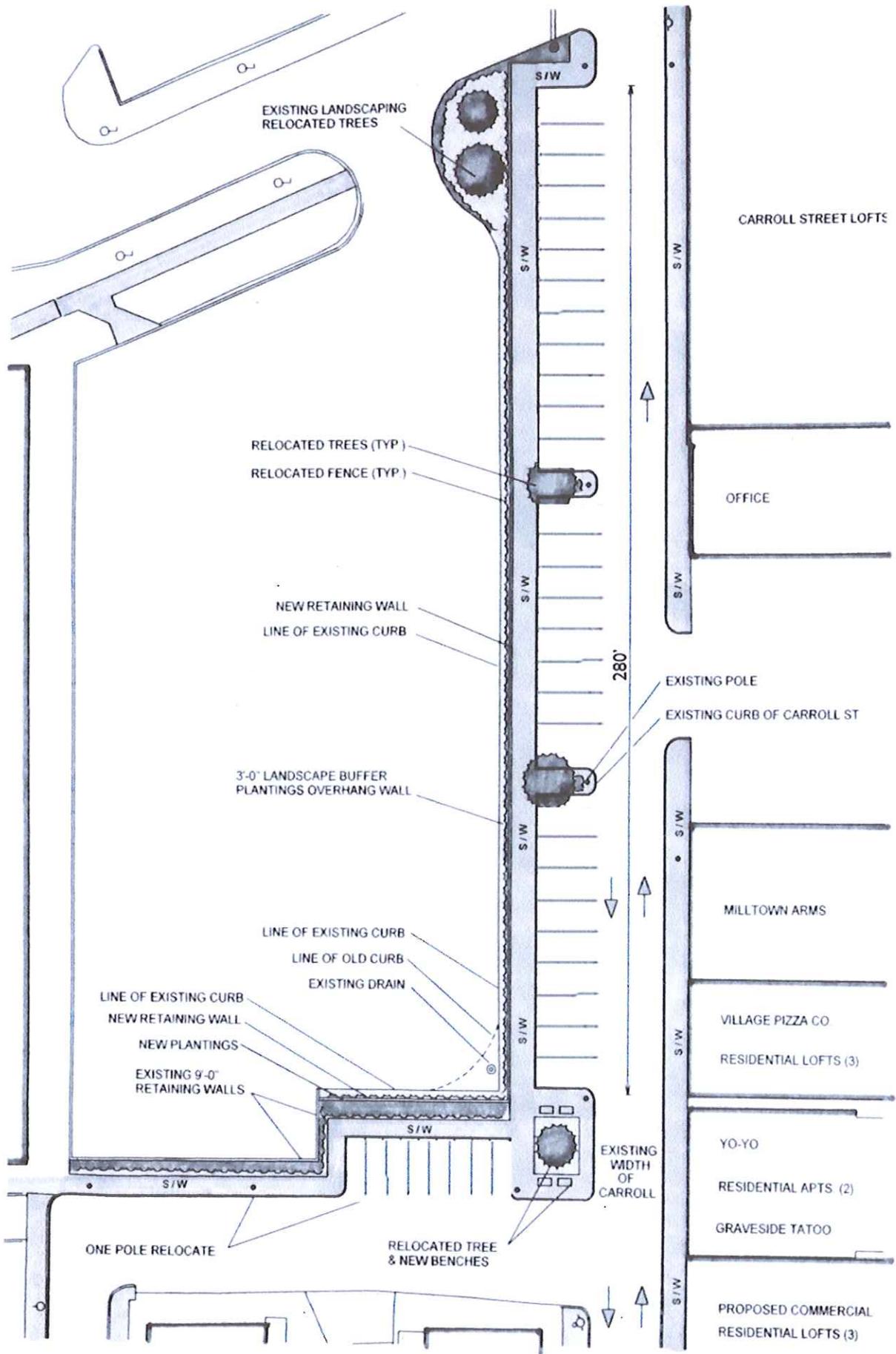


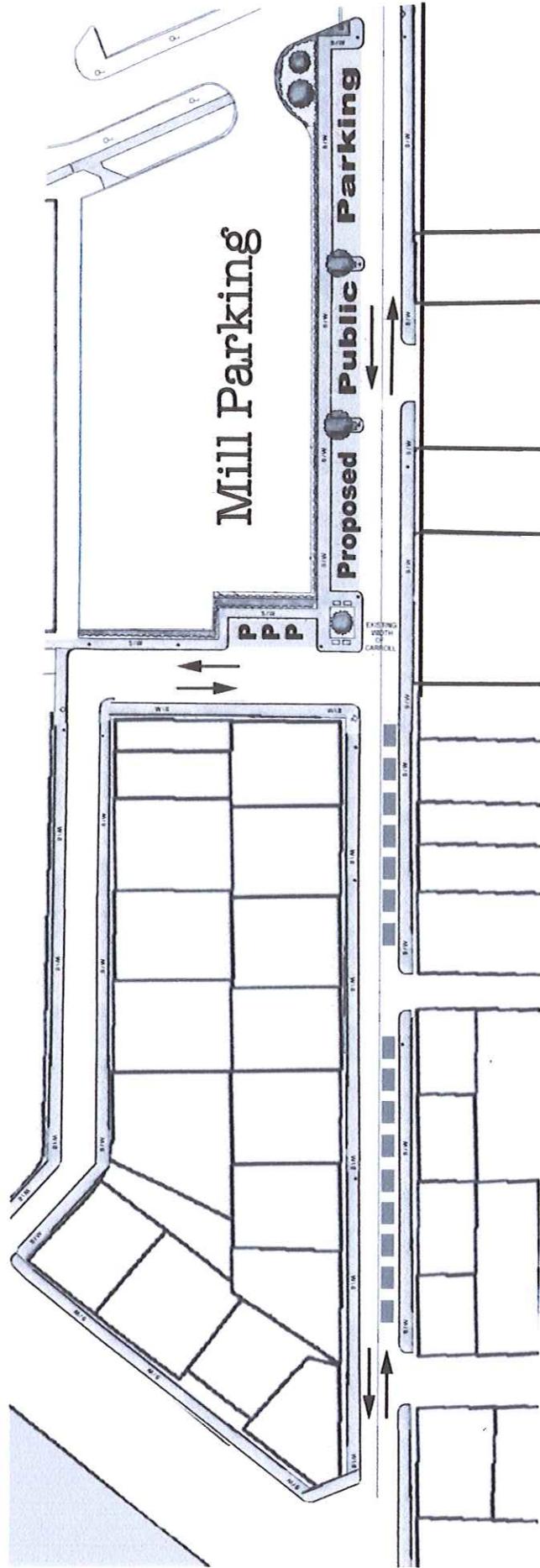
Bradley

Decatur St SE

Wye St SE

F10







Morningside/Lenox Park Neighborhood Traffic Calming Study Summary

**MORNINGSIDE/
LENOX PARK
NEIGHBORHOOD**

**TRAFFIC
CALMING STUDY**

prepared for:
Morningside/Lenox Park Neighborhood Association

by:
URS Corporation

August 28, 2001



Memorandum

To: Morningside/Lenox Park Neighborhood Association

From: G. Edward Ellis, P.E.
R. Brian Bolick, P.E.

Date: November 12, 2001

Subject: Morningside/Lenox Park Neighborhood Traffic Calming Study

The purpose of this memorandum is to document the findings of the Morningside/Lenox Park neighborhood traffic study and to summarize our recommendations for neighborhood traffic control. Recommendations in this memorandum are based on speed and volume studies performed throughout the neighborhood and issues raised by residents in neighborhood workshops, comments and letters.

Data Collection

Turning movement counts were performed at four major intersections within the neighborhood. These counts were performed during the morning and evening peak periods from 7:00 a.m. to 9:00 a.m. and from 4:00 p.m. to 6:00 p.m., respectively, on Tuesday, April 10 and Wednesday, April 11. The four intersections are as follows:

- North Rock Springs Road at East Morningside Drive
- East Rock Springs Road at North Morningside Drive
- North Highland Avenue at North Morningside Drive
- East Rock Springs Road at North Highland Avenue/Johnson Road

In addition, turning movement counts were performed at Piedmont Road and North Rock Springs Road during the evening peak hour only (between 4:00 p.m. and 6:00 p.m.) on Thursday, May 3, 2001.

In addition to peak hour turning movement counts, 24-hour volumes and speeds were collected on Thursday, May 3, 2001 at the following locations:

- Lenox Road between Wildwood Road and East Sussex Road

- Johnson Road between Noble Drive and Peachtree Creek
- East Morningside Drive between Cumberland Place and Bridle Path
- North Morningside Drive between Avalon Place and Lanier Boulevard
- North Morningside Drive between Cumberland Road and Yorkshire Road

Turning movement counts reveal high volumes of traffic moving through the neighborhood from east to west in the morning peak hour and from west to east in the evening peak hour. This distinction between westbound volumes in the morning and eastbound volumes in the evening is noticeable at the intersections of East Rock Springs Road and North Highland Avenue; East Rock Springs Road and North Morningside Drive; North Rock Springs Road and East Morningside Drive; and North Highland Avenue and North Morningside Drive. Southbound left-turn volumes from Piedmont Road to North Rock Springs Road are also high during the evening peak hour. These volumes support the assumption that the Morningside/Lenox Park neighborhood is used as a cut-through route for workers who live in Decatur, the Emory University area, or other eastern neighborhoods and work in Buckhead, Midtown, or Downtown Atlanta. The attached diagrams (*Attachment 1*) show the turning movement counts within the neighborhood during the morning and evening peak hours.

In addition to collecting turning movement counts throughout the neighborhood, 24-hour machine counts and speed studies were performed at five locations in the neighborhood in order to determine to what extent the speed limit is exceeded on the neighborhood streets and the frequency of speed offenders. The results of this study are shown in the table below.

Location	24-Hour Volume	≤ 25 mph	26 mph-40 mph	> 40 mph	Maximum Speed	% Speeding
North Morningside Drive (West)	4,773	347	3,671	755	25 mph	92.7%
Johnson Road	5,220	208	3,394	1,618	30 mph	90.0%
East Morningside Drive	5,163	381	4,296	486	25 mph	92.6%
North Morningside Drive (East)	1,302	132	1,018	152	30 mph	72.6%
Lenox Road	5,543	295	2,118	3,130	30 mph	90.3%

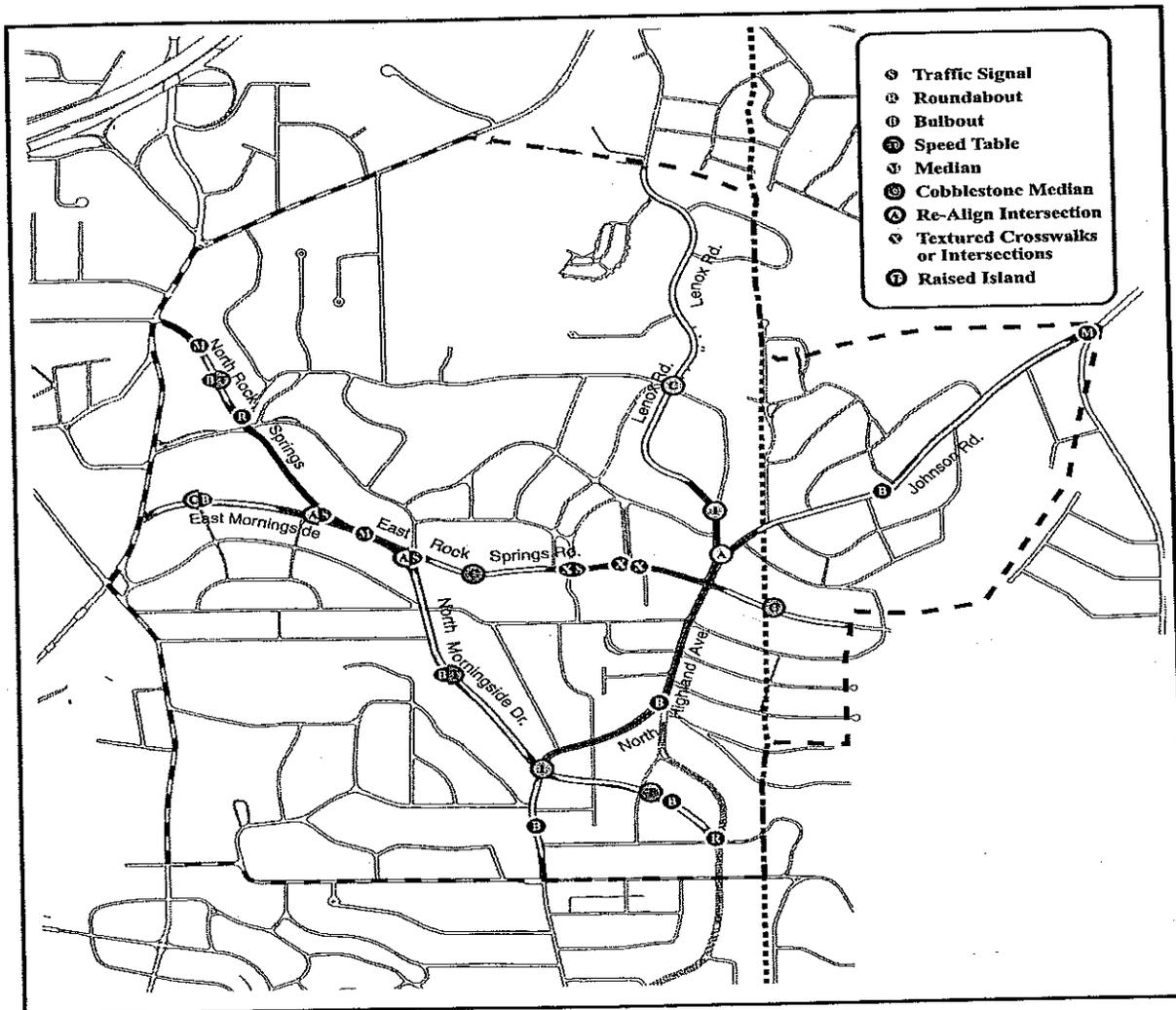
The results of the speed study indicate that the large majority of vehicles in the neighborhood are traveling above the speed limit. Although the greatest speeding problem occurs on East Morningside Drive between Cumberland Place and Bridle Path, where 92.6% of vehicles exceed the posted speed limit of 25 miles per hour, 72% or more of vehicles travelling through the study area as a whole exceed the posted speed limit.

In addition to collecting traffic counts and speed data, URS held two neighborhood workshops in order to learn first-hand what residents' primary concerns are and to determine what specific

traffic-calming measures would be favored by the neighborhood. After viewing a set of several preliminary recommendations for each location in the study area, residents were surveyed regarding their preferences. A summary of the survey results is attached to this memorandum (*Attachment 2*).

Recommendations

There are several measures that can be taken to reduce overall speeds in the neighborhood. Our recommendations include a combination of methods, such as street narrowing and vertical controls (illustration below). A list of definitions for some of the recommended methods is attached to this memorandum (*Attachment 3*), in addition to figures illustrating these improvements (*Attachment 4*).



Summary of Recommended Traffic Calming Program

North Rock Springs Road—Add short median just south of beginning of left-turn lane at Piedmont Road; add landscaped bulb-outs with speed tables; provide on-street parking between bulb-outs (Figure 1). Speed tables are allowable on this stretch of roadway because it is not designated as a collector street. Use of speed tables will slow southbound traffic, preparing drivers to enter and navigate the traffic circle at North Rock Springs Road and Pelham Road/Wildwood Road, and will also allow for on-street parking.

North Rock Springs Road at Pelham Road/Wildwood Road—Reconstruct existing landscaped circle to be more consistent with modern roundabout design standards. Features include enlarged landscaped island, stamped concrete truck apron, and splitter islands on all approaches. In addition, we recommend removing the existing stop sign on North Pelham Road westbound and adding a stop sign on Wildwood Place southbound where it intersects with North Pelham Road. Add painted crosswalks on all approaches. Yield signs should indicate that vehicles entering the roundabout from all approaches must yield to vehicles already circling the roundabout (Figure 2). The splitter islands will channel entering traffic to the right in order to preclude left turns, while the enlarged circle will make erratic or inappropriate movements within the circle more difficult. Signage on the approaches will clarify the proper approach and behavior for drivers unfamiliar with roundabouts.

North Rock Springs Road at East Morningside Drive—Close off north leg except for driveway access; extend easternmost driveway south to Morningside Drive. Add span-wire traffic signal, along with stop bars and crosswalk striping on all approaches. Widen north/south leg to accommodate two-way traffic. Add bulb-outs on southeast and southwest corners to decrease pedestrian crossing distance (Figure 3). Closing off the north leg will slow traffic moving towards the northwest, and the signalized right-angle intersection provides a safe and logical alternative entry point. In addition, this alternative increases greenspace and is less expensive to implement than a traffic circle.

East Morningside Drive between Piedmont Road and North Rock Springs Road—Add textured median with bulb-outs. Provide on-street parking between bulb-outs. Median will narrow travel lanes to approximately eleven feet while retaining driveway access (Figures 4A and 4B).

East Morningside Drive between North Rock Springs Road and North Morningside Drive—Add sixteen-foot round landscaped median islands approximately 100 feet apart to narrow travel lanes to approximately twelve feet (Figure 5). In addition to narrowing the travel lanes and slowing traffic, the landscaped islands will add green space to this wide, long stretch of pavement.

East Rock Springs Road at North Morningside Drive—Close off south leg except for driveway access, extend westernmost driveway to Morningside Drive and East Rock Springs Road. Add span-wire traffic signal, along with stop bars and painted crosswalks on all approaches (Figure 6). This approach will force traffic driving southeast into a 90-degree turn at a signal, slowing vehicles making this movement before they enter the neighborhood to the south. The signal provides an important stopping point for eastbound and westbound traffic, interrupting the flow of high-speed cut-through traffic. It also provides a safe gap for northbound and southbound traffic crossing or turning into the mainline traffic. This recommendation maintains driveway access as it currently exists for most of the houses on the south leg of the intersection.

East Rock Springs Road between North Morningside Drive and North Highland Avenue—Add flush cobblestone or textured median. Add textured intersection and span-wire traffic signal with pedestrian heads at East Sussex Road. Add textured intersection and “Do Not Block Intersection” sign at Barclay Place. Add textured crosswalk at Fordham Court. Coordinate signals for speeds of 25 miles per hour (Figures 7A and 7B). A textured median down the length of this segment will narrow travel lanes and slow traffic but will be flush with the pavement in order to maintain driveway access. The addition of a traffic signal at East Sussex and textured intersections at two locations will slow cut-through traffic and provide a safe crossing for school children and other pedestrians.

North Morningside Drive between East Rock Springs Road and North Highland Avenue—Add bulb-outs with speed tables and on-street parking. Add bulb-outs on all corners of intersection of North Morningside Drive and Cumberland Road. Use bulb-out to separate intersections of Cumberland Road with Sherwood Road and Cumberland Road with North Morningside Drive. Add stop sign at southbound approach of Sherwood Road at Cumberland Road (Figures 8A and 8B). This approach will provide on-street parking and maintain driveway access. Speed tables are expected to significantly slow through-traffic, and can be constructed on this segment because it is not classified as a collector street.

North Morningside Drive between North Highland Avenue and Lanier Boulevard—Add landscaped bulb-outs with speed tables and on-street parking (Figure 9).

North Morningside Drive at Lanier Boulevard and McLynn Avenue—Add roundabout with painted crosswalks and splitter islands on all approaches. Yield signs should indicate that vehicles entering the roundabout from all approaches must yield to vehicles already circling the roundabout. Decrease turning radius from Lanier Boulevard southbound to Morningside Drive by extending greenspace toward roundabout (Figure 10). A roundabout at this location will increase green space, improve the pedestrian environment, and decrease confusion for drivers navigating this unusually configured intersection.

North Highland Avenue between Amsterdam Avenue and North Morningside Drive—Add bulb-outs at intersections along east side; add on-street parking along east side. Add painted crosswalks on eastbound and westbound approaches of Amsterdam Avenue at North Highland Avenue (Figure 11).

North Highland Avenue between North Morningside Drive and Lanier Boulevard—Add bulb-outs at intersections along east side and mid-block between Lanier Place and Lanier Boulevard. Add on-street parking along east side. Add on-street parking along west side for one-half block south of Lanier Boulevard. Add pedestrian island and painted crosswalks on eastbound leg of North Morningside Drive, painted crosswalk on westbound leg of North Morningside Drive, and painted crosswalk and bulb-out at intersection with Lanier Boulevard (Figure 12).

North Highland Avenue between Lanier Boulevard and East Rock Springs Road—Add bulb-outs at intersections along west side and provide on-street parking between bulb-outs. Add edgeline along east side of North Highland Avenue, offset three feet curb (Figure 13).

North Highland Avenue at East Rock Springs Road—Repaint pedestrian crosswalk on southbound approach to align with raised island (Figure 14).

Lenox Road at Johnson Road—Realign southbound leg of Lenox Road to north of splitter island. Extend greenspace at southwest corner of intersection to splitter island and provide sidewalk along western side of Johnson Road south of splitter island (Figure 15). It is possible that this realignment will result in increased difficulty for left-turners from Lenox Road southbound onto Johnson Road northbound, as well as right-turners onto Johnson Road southbound. It is recommended that the issue be studied further, perhaps by temporarily blocking the existing southbound leg to simulate the realignment.

Lenox Road between Wildwood Road (south intersection) and Wildwood Road (north intersection)—Add splitter island at Lenox Road and Wildwood Road (south intersection) to decrease intersection width and provide pedestrian refuge. Add flush cobblestone or textured median to narrow travel lanes to approximately ten feet. At Wildwood Road (north intersection), add raised median pedestrian refuge with an extra-wide crosswalk and a textured approach. (Figures 16A and 16B). A flush median will channelize traffic on Lenox Road, encouraging most drivers to use slower speeds than are currently observed while still providing for enough horizontal movement to maintain safety on the sharp curves. Although this intersection does not currently meet the warrants for signalization or four-way stop control, the recommended intersection treatment will provide increased safety for pedestrians and slow traffic entering the intersection.

Lenox Road north of Wildwood Road (north intersection)—Add flush cobblestone or textured median to narrow travel lanes to approximately ten feet (Figures 17A and 17B). Like the treatment recommended for the adjacent section of Lenox Road, this median will channelize and slow traffic, provide driveway access, and allow enough horizontal movement for vehicles to maintain control in sharp curves.

Johnson Road—Add bulb-outs and on-street parking along south side. Add short median west of Peachtree Creek bridge (Figure 18).



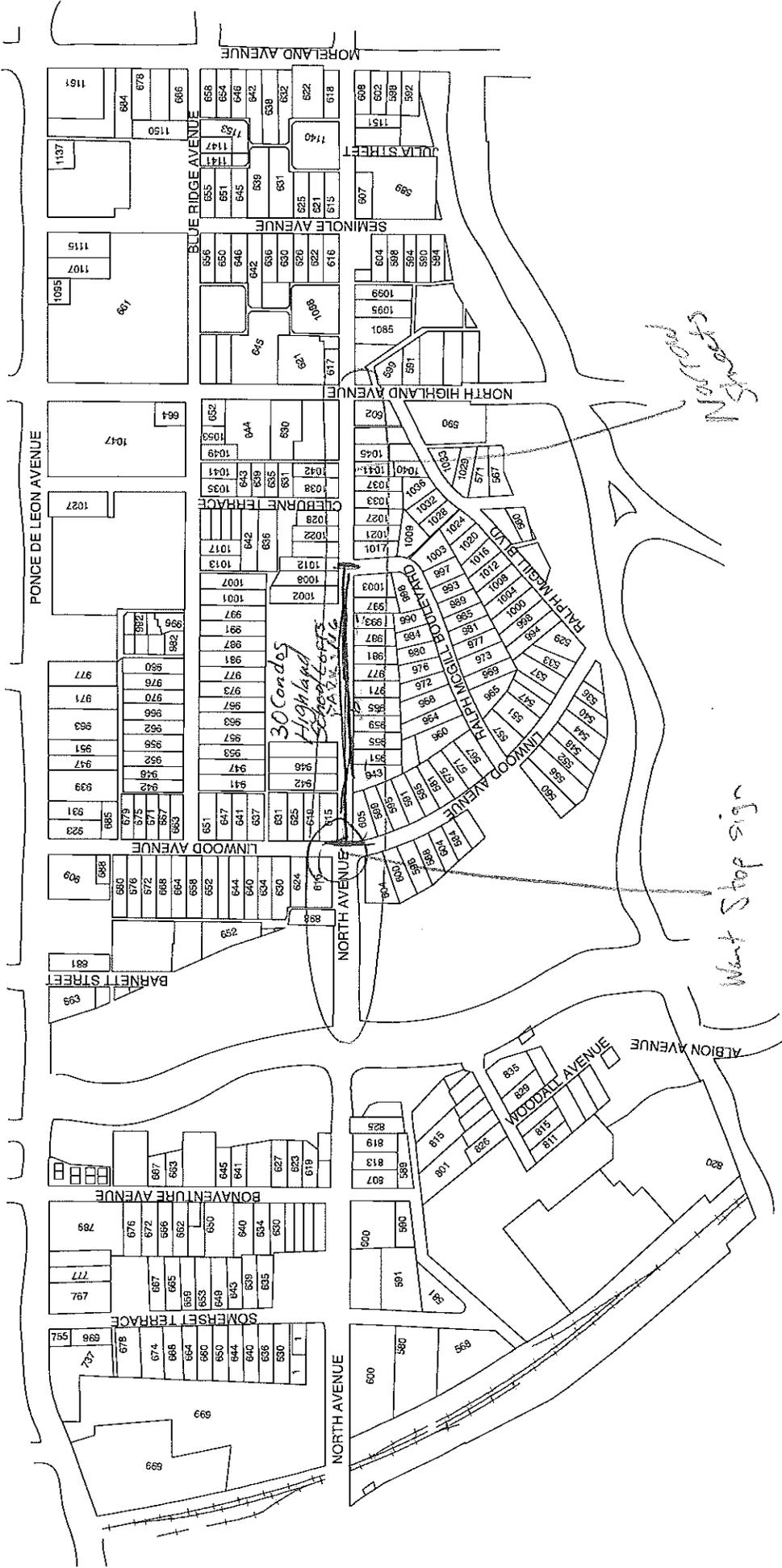
Chastain Memorial Park Master Plan



Poncey-Highlands Neighborhood Study

Neighborhood desired in pencil

Poncey-Highlands Neighborhood



30 Condos
Highland School
1940's

Want Stop sign

New streets

Traffic Volume Count and Speed Study on North Avenue, N.E. between Freedom Pkwy & Moreland Avenue

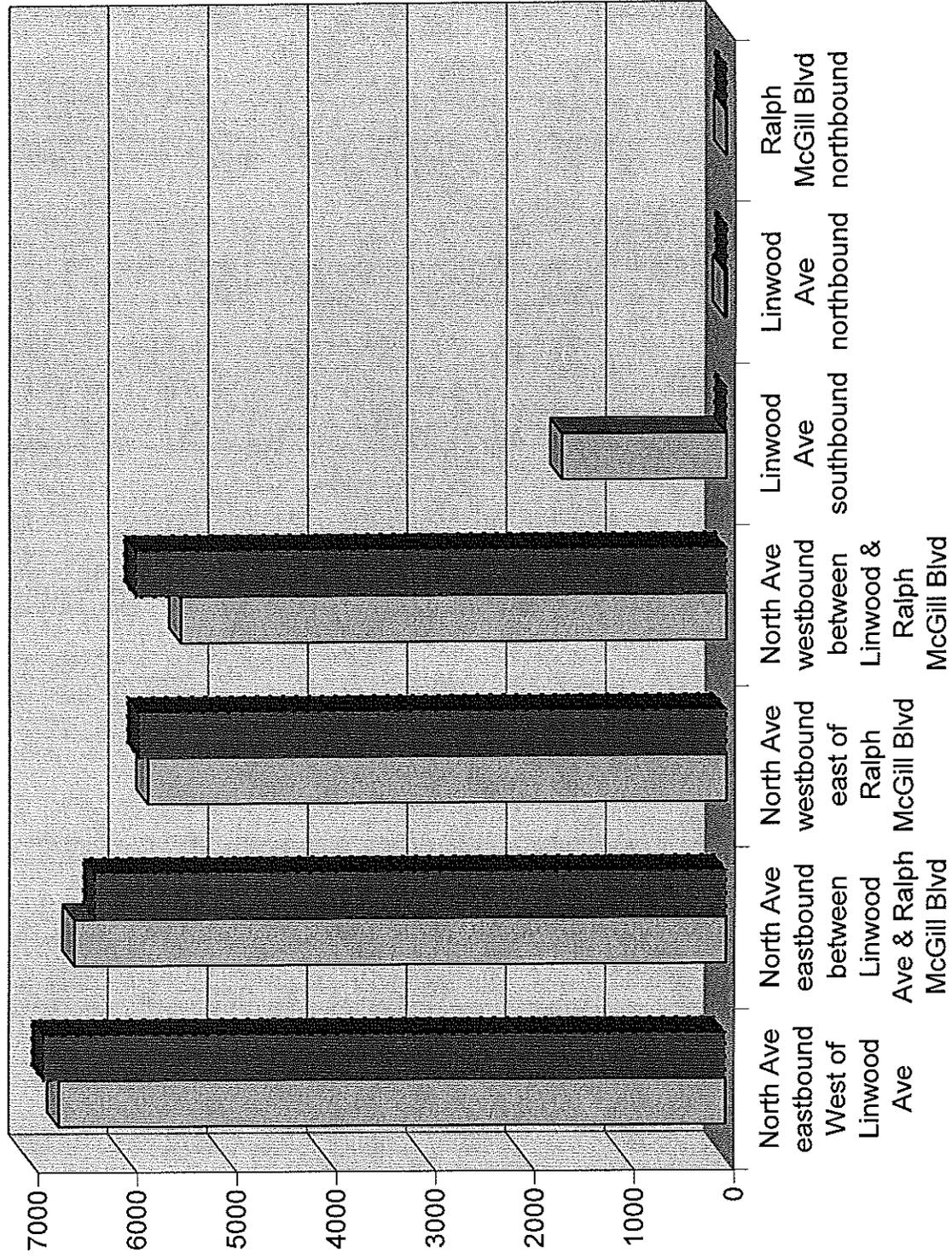
Table 1. After Study (Before implementation of the pilot project which made the center lane a turn lane)

Table 1a. 24-Hour Traffic Volume Count, vehicles-per-day						
North Ave eastbound West of Linwood Ave	6702	North Ave eastbound Between Linwood & Ralph McGill Blvd	6549	North Ave westbound east of Ralph McGill Blvd	5814	North Ave westbound Between Linwood & Ralph McGill Blvd
						Linwood Ave southbound
						1647
						Linwood Ave northbound
						21
						Ralph McGill Blvd northbound
						8
Table 1b. 85th Percentile Speed (85% of vehicles drive at the speed shown or lower), miles-per-hour						
North Ave eastbound West of Linwood Ave	42	North Ave eastbound Between Linwood & Ralph McGill Blvd	45	North Ave westbound east of Ralph McGill Blvd	39	North Ave westbound Between Linwood & Ralph McGill Blvd
						Linwood Ave southbound
						N/A
						Linwood Ave northbound
						N/A
						Ralph McGill Blvd northbound
						N/A

Table 2. After Study (after implementation of the pilot project which made the center lane a turn lane)

Table 2a. 24-Hour Traffic Volume Count, vehicles-per-day						
North Ave eastbound West of Linwood Ave	6860	North Ave eastbound Between Linwood & Ralph McGill Blvd	6345	North Ave westbound east of Ralph McGill Blvd	5907	North Ave westbound Between Linwood & Ralph McGill Blvd
						Linwood Ave southbound
						N/A
						Linwood Ave northbound
						N/A
						Ralph McGill Blvd northbound
						N/A
Table 2b. 85th Percentile Speed (85% of vehicles drive at the speed shown or lower), miles-per-hour						
North Ave eastbound West of Linwood Ave	39	North Ave eastbound Between Linwood & Ralph McGill Blvd	37	North Ave westbound east of Ralph McGill Blvd	40	North Ave westbound Between Linwood & Ralph McGill Blvd
						Linwood Ave southbound
						N/A
						Linwood Ave northbound
						N/A
						Ralph McGill Blvd northbound
						N/A

24-Hour Traffic Volume on North Ave, Linwood Ave & Ralph McGill Blvd



Before Pilot Project Implementation
 After Pilot Project Implementation

North Ave Traffic Calming

- W. bound faster now (now that conflict of turn lane is gone)
 - ↳ they desire another speed study; W. bound said valid (existing)
- Truck reroute Glen Iris
- Neighborhood request for physical changes
 - Haul route permitted by BOB
- 13,000 cars/day
 - DPW signal preferred
- Nurses parking on street + truck signage
- Neighborhood off-duty APD

X - check truck route map
w/ DPW handcopy.



Transit Planning Board Rail Recommendations

Read Me



Memorandum

TO: Cheryl King
FROM: John Crocker
DATE: February 1, 2008
SUBJECT: Commuter Rail System and Implications for Implementation

The public debate about commuter rail in the Atlanta region has frequently tended to focus on a range of narrow, project specific issues. This document attempts to present the larger picture and set a framework for understanding the role of the commuter rail system and the different projects that tend to dominate the public discussion as well as highlight some of the challenges / policy implications likely to result from implementation of the commuter rail system in the Atlanta region. Sections within this memorandum will discuss the Multi-modal Passenger Terminal, the role of intercity rail and commuter rail, implications for freight rail traffic, and other issues.

Background

The last publicly available update of the full Georgia Rail Passenger Program from the Georgia Rail Passenger Authority from 2003 reveals six branches of commuter rail lines to Bremen, Canton, Gainesville, Athens, Madison, Macon and Senoia radiating from the Multi-modal Passenger Terminal along with five intercity routes to Macon/Albany, Columbus, Macon/Savannah/Jacksonville, Greenville, SC, and Augusta. The 2007 R.L. Banks study to update commuter rail ridership in the Atlanta region examined the same six lines as proposed the GRPP program with between 3 to 6 trains per peak period. The 2003 updates appears to suggest roughly three roundtrips / day to the intercity destinations. Table 1 presents the number of trains / day leaving entering the MMPT in the GRPP program assuming the six peak trains / day for the commuter lines and three round trips / day for the intercity lines.

Table 1 - Basic Operating Scenario of GRPP

Line	To MMPT	From MMPT	Total
Commuter			
Bremen	6	6	12
Canton	6	6	12
Gainesville	6	6	12
Athens	6	6	12
Madison	6	6	12
Macon	6	6	12
Senoia	6	6	12
Total Commuter	42	42	84
Intercity			
Greenville, SC	3	3	6
Augusta	3	3	6

Memorandum

Macon / Savannah / Jacksonville	3	3	6
Macon / Albany	3	3	6
Columbus	3	3	6
Total Intercity	15	15	30
Total Commuter and Intercity	57	57	114
Total Atlanta / Macon	12	12	24
Total Atlanta / Griffin ¹	15	15	30
Total Along Gainesville / Lindbergh	9	9	18
Total Lindbergh / Howell Junction ²	15	15	30
Total Howell Junction / CNN Center	27	27	54
Total Industry Yard / MMPT	21	21	42
Total Hulsey Yard	9	9	18

Other work pursued in cooperation with other partners more fully examined the Atlanta – Jacksonville and Atlanta – Greenville – Charlotte services. The Jacksonville study continued to assume 3 round trips a day, while the Greenville study extended the service to Charlotte in the North and Macon to the South while suggesting four round trips a day.

One issue to bring to the surface is that Table 1 represents just the estimates put forth by GRPP with strong indications from travel demand and peer regions that, at least on some lines, the Atlanta commuter rail network should be considering operating all day service which would significantly increase daily train volumes. Lines suggested for all day service include the Griffin / Macon line (NS S Line), Athens Line, and Gainesville Line. Additionally, some questions from Coweta County have recently arisen regarding the suitability of the CSX (A&WP) line through Newnan for use for commuter rail.

Another prominent issue, discussed in further detail later, is the issue of terminating or originating all trains at the MMPT in Atlanta. The Macon – Charlotte report brings the first example of through running for intercity service, an option that may be possible to consider for several of the commuter lines as well. These various issues raise some important questions that at least need to have a framework.

¹ Columbus Line splits from Macon line at Griffin

² With the purchase of the NS Decatur Belt by Atlanta Beltline Partners, Inc, trains from Gainesville and Greenville / Charlotte are assumed to have to run passed Brookwood Station through Howell Interlocking

Memorandum

1. **Are there lines the region needs to reconsider pursuing?** The RL Banks study suggests that the Canton line will be difficult to pursue using the existing rail ROW mainly as a result of geometric constraints. Additionally, the CSX line in the NW corridor also appears to have both significant geometric and traffic challenges that do not exist on the other lines in the region. While travel demand modeling and existing express bus service in the corridor suggest that there is a market in the corridor for high capacity commuter services, unlike the other corridors the existing freight lines do not appear capable of supporting commuter rail suggesting that if commuter is pursued in the NW corridor, it needs its own Right-of-Way.
2. **Does the region want to pursue North-South through service?** While the emerging consensus appears to be affirmative, the answer to this question needs to be firmly answered in an official planning document.
3. **Does the region want to aim for all-day service on some commuter rail line? If yes, which lines?** The answer to this question will help determine the mitigation efforts and cost for improvements to the freight rail system. Some of the more likely candidates for all day service appear, based upon both travel model demand and current transit ridership, to be along the Athens, Gainesville, and Griffin lines.

Multimodal Passenger Terminal

The Multimodal Passenger Terminal (MMPT) has been the subject of vigorous discussion with various proposals put forth for locations of platforms, etc. One of the features of many of the proposals is a Phase I system with only two, stub-end platforms in the Southeast corner of the Forsyth Street / Alabama Street intersection, the current location of the old Atlanta Constitution Building currently owned by the City of Atlanta. This configuration would only accommodate lines from the south; in other words this configuration only accommodates commuter rail service from Macon and Senoia and intercity rail service from Macon/Albany, Macon/Savannah/Jacksonville, and Columbus. The MMPT Conceptual Design Report from February, 2002, also appears to show two additional platforms north of the existing MARTA E-W line parallel to the CSX tracks that would allow through East / West movements through the station. These two additional platforms could accommodate trains arriving from the North, East, and West or commuter rail service from Bremen, Canton, Gainesville, Athens, and Madison and intercity rail service from Charlotte/Greenville and Augusta. None of the potential arrangements shows any provision for through North - South movements from the Howell Junction area to the shared CSX/NS line south of Downtown as is suggested by the Charlotte-Macon report.

Furthermore, there appears to be publicly available analysis from any of the interested parties about what is the appropriate number of platforms needed to accommodate anticipated peak train movements. Based upon Table 1, and assuming none of the intercity trains arrive or depart during the peak period, the range of peak period trains appears to be in the 14 - 21 trains arriving or departing per hour depending on whether there are two or three trains per peak hour on the proposed commuter rail lines. This also includes only scheduled revenue moves and not to include any necessary non-revenue moves which could be significant in the event trains are terminating downtown. According to the Transit Capacity and Quality of Service Manual 2nd Edition, the Long-Island Railroad schedules a minimum of 5 minutes turn-around for trains turning at Penn Station. Using this admittedly example as the minimum amount of time needed to turn trains would suggest

Memorandum

at a minimum the MMPT should require between 70 – 105 minutes to turn all trains arriving or departing the MMPT, or at least 2 tracks. Perhaps a more reasonable 10 minutes to allow for differences in operating environments between New York and Atlanta, suggests 3-4 tracks to accommodate just the anticipated train movements suggested by current GRPP.

An additional consideration not addressed is length of the trains to be accommodated which will determine platform lengths. According to the RL Banks report, the average riders / train ranged from 149 – 581 for all lines. Examining seating capacity from manufacturers shows Bombardier Bi-Level cars have a capacity between 123 – 150 seats and Kawasaki Bi-Levels between 132 – 145 seats. Using the upper range of passengers per train of 581, or approximately 600 passengers / train, suggests platform lengths should, at a minimum, be able to accommodate at least 5-car trains using bi-level equipment.

Another consideration is further connections to the MMPT. Most of the focus has rightfully been on connections to the Five Points station, a logical connection especially given the provisions for connections under Forsyth Street in the existing station structure. However, the main Norfolk Southern tracks nearby pass directly over the platforms of the Philips Station which itself provides direct access to the Georgia Dome and Philips arena. Additionally much of the space previously used for track and platforms for the old Atlanta Terminal Station is in use for surface parking.

These points lead to some questions that can help bring some focus to the ongoing discussions regarding the MMPT. For example:

In the Gulch, where are the areas where at least a four track segment with at least 450' of tangent track can be constructed?

Do these areas allow for all the potential rail movements?

Do new tracks need to be (re)constructed to allow access to the main lines?

Should connections to the Philips Arena area also be emphasized?

Figure XX below presents an overview of some of the potential challenges and opportunities in the area.

Memorandum

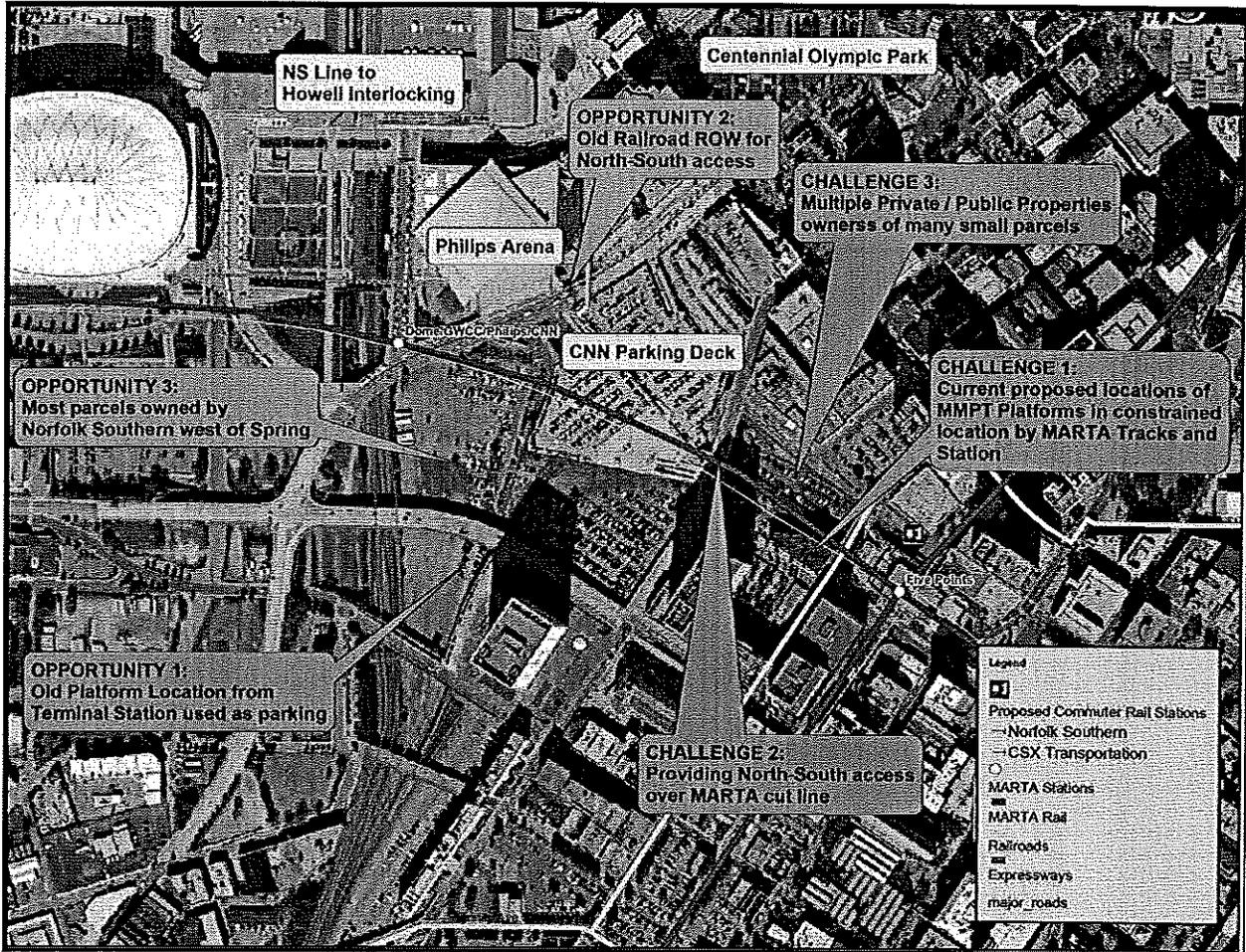


Figure XX – Potential Challenges and Opportunities in the Gulch Area

Implications for Freight Rail Movements

One of the more challenging parts of implementing a passenger rail program in the Atlanta region will be mitigating the impact on the freight rail movements. Since many of the passenger rail movements will most likely impact the most congested part of the Atlanta rail network, the three track mainline between the Gulch and Howell Interlocking, providing alternate routes for freight trains through these areas is of paramount importance. One of the major movements both Norfolk Southern and CSX Transportation is from traffic traveling south from Chattanooga into Atlanta through Cobb County and then down to the coast. Most of this traffic passes through the three track mainline between the Gulch and Howell Interlocking that is also desired to passenger traffic on. Therefore, finding an alternate route for this Northwest to Southeast movement is critical. Given the locations of the various yards around the region, some potential options exist for helping relieve pressure on the Howell Interlocking / Gulch tracks specific to each operator. Some of these potential options are discussed below.

Bellwood Yard Connection: CSX

Memorandum

Bellwood Yard is an old hump yard located just west of Ashby Street and south of West Marietta Street in northwest Atlanta near the Knight Park neighborhood. Just across Marietta Street lies both the southern end of Tillford Yard, start of the CSX line to Emory, and the northern end of the Howell Interlocking. Figure XX below presents some of the challenges and opportunities in the Bellwood Yard area.

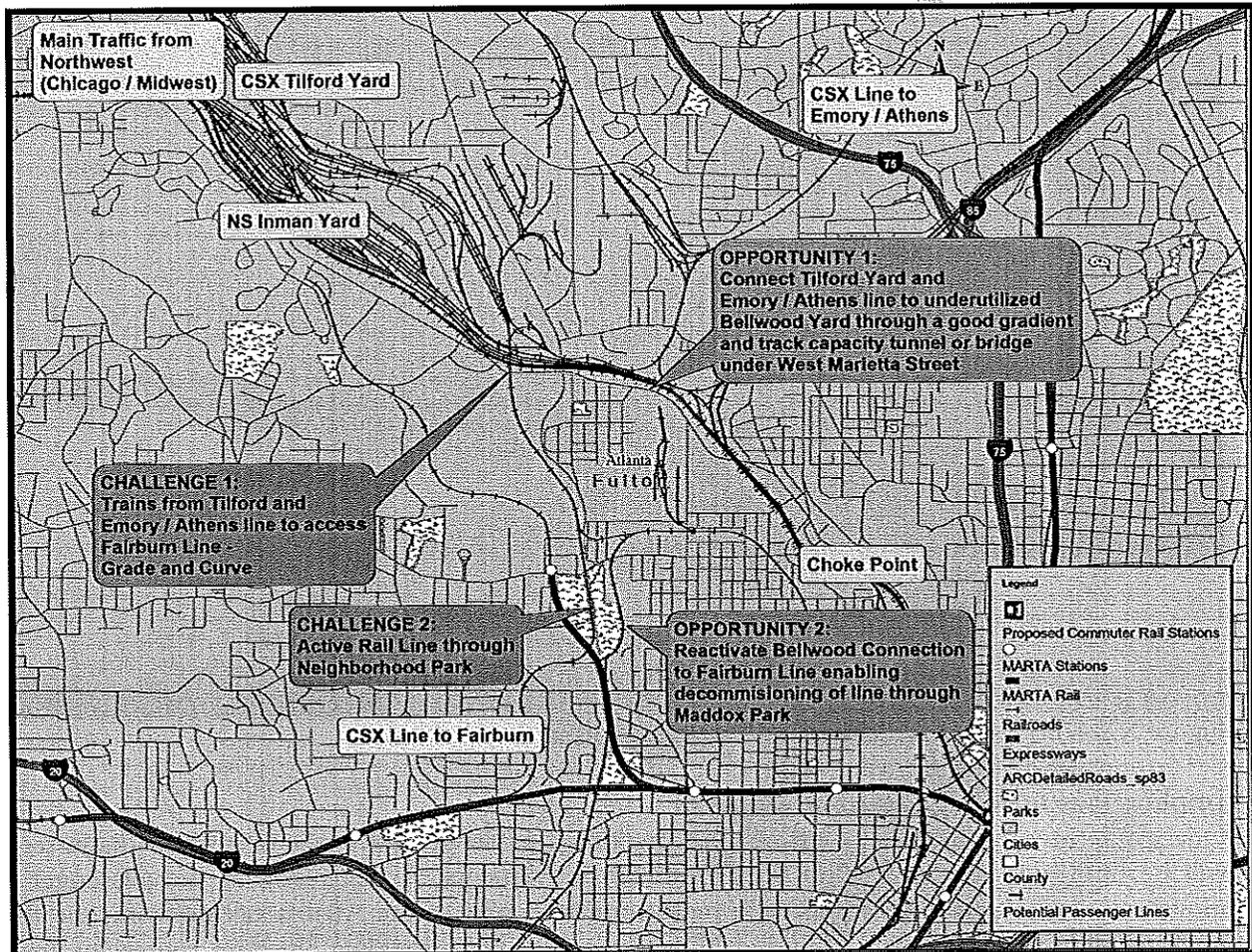


Figure XX – Bellwood Yard Overview

As shown in Figure XX, most of the trains from Tillford Yard or coming from the Emory/Athens line must use the choke point to go points south. While there is an active line that crosses under the NS lines leading to Inman Yard and under Perry Blvd that connects to the main CSX line to the coast in Union City, it is constrained by steep grades and curves. Additionally, this CSX line also runs through the middle of Maddox Park and adjacent to the Bellwood Quarry, site of the new Westside Park.

Just to the east of the active line is an old hump yard that is still in limited use, Bellwood Yard. The tail end of the yard almost reaches up to West Marietta Street near the junction between Tillford

Memorandum

Yard and the Emory / Athens line. Additionally, mostly south of Donald L. Hollowell Parkway and along the eastern edge of Maddox Park is an unused rail line that was the former connection to the active CSX line. The addition of three pieces of infrastructure to benefit rail freight (specifically CSX's operations) could have two potentially major impacts:

1. Releasing up several slots through the choke point that could be used for commuter rail service coming to/ from Gainesville, Athens, or Bremen
2. Allowing the closure of the line through Maddox Park and potentially allowing a connection (trail, transit, road) between Maddox Park and the Westside Park using the railroad ROW.

The three pieces of infrastructure and some of the challenges are:

1. Construction of a tunnel under West Marietta Street or placing West Marietta Street on a bridge, that would allow rail traffic to travel between the north end of Bellwood Yard and the end of the Tillford Yard and the Emory / Athens Line. This would allow trains to / from Tillford Yard or trains to/from the Emory / Athens Line to directly access Bellwood Yard. The connection should be at an easier grade than the current connection and provide enough capacity for two way traffic. A significant challenge is that the property between the end of Bellwood Yard and West Marietta Street is owned by the Mead Corporation and between West Marietta Street³ and the Tillford Yard by other private owners.⁴
2. Provide a rail curve connecting the south end of Bellwood Yard to the unused rail line under Hollowell Parkway. This connection could impact property owned by Metronexus Core Southeast, Development Authority of Fulton County, Jefferson Street Associates, LLC, and MCL Tours.⁵
3. Rebuilding the rail line that skirts the eastern edge of Maddox Park and reconnect the line with the active CSX line to Union City / Fairburn. This would involve constructing a bridge over the existing MARTA Proctor Creek branch just south of Maddox Park.

While this is just a suggestion, some issues to keep in mind are that this infrastructure construction would benefit CSX transportation, but in return for these investments the public would be in a strong position to receive some of CSX's slots in the choke point for commuter rail trains and a direct connection between Maddox Park and the Westside Park that could be used as a portion of the Beltline ROW or another transportation investment.

West Freight Rail Bypass: NS

While the challenge of providing an alternative to tracks through Downtown Atlanta for trains traveling between the southeast and northwest is the same for both Norfolk Southern and CSX, the potential options for these alternatives are very different because of their respective line and yard locations. Norfolk Southern operates a major intermodal facility in Austell (Whitaker) near the intersection of Westside Road and Ch James Pkway (S.R. 6). Any trains destined to or from the

³ Fulton County Parcels 17-018900050226 and 17-018900050309

⁴ Fulton County Parcels 17-018900060068 and 17-0150-LL1522

⁵ Fulton County Parcels 14-011300010277, 140113-LL0105, 14-011300040795, and 14-011300030804

Memorandum

southeast of Atlanta from this yard must travel through the Howell Interlocking / Gulch area. Figure XX provides an overview of regional context.

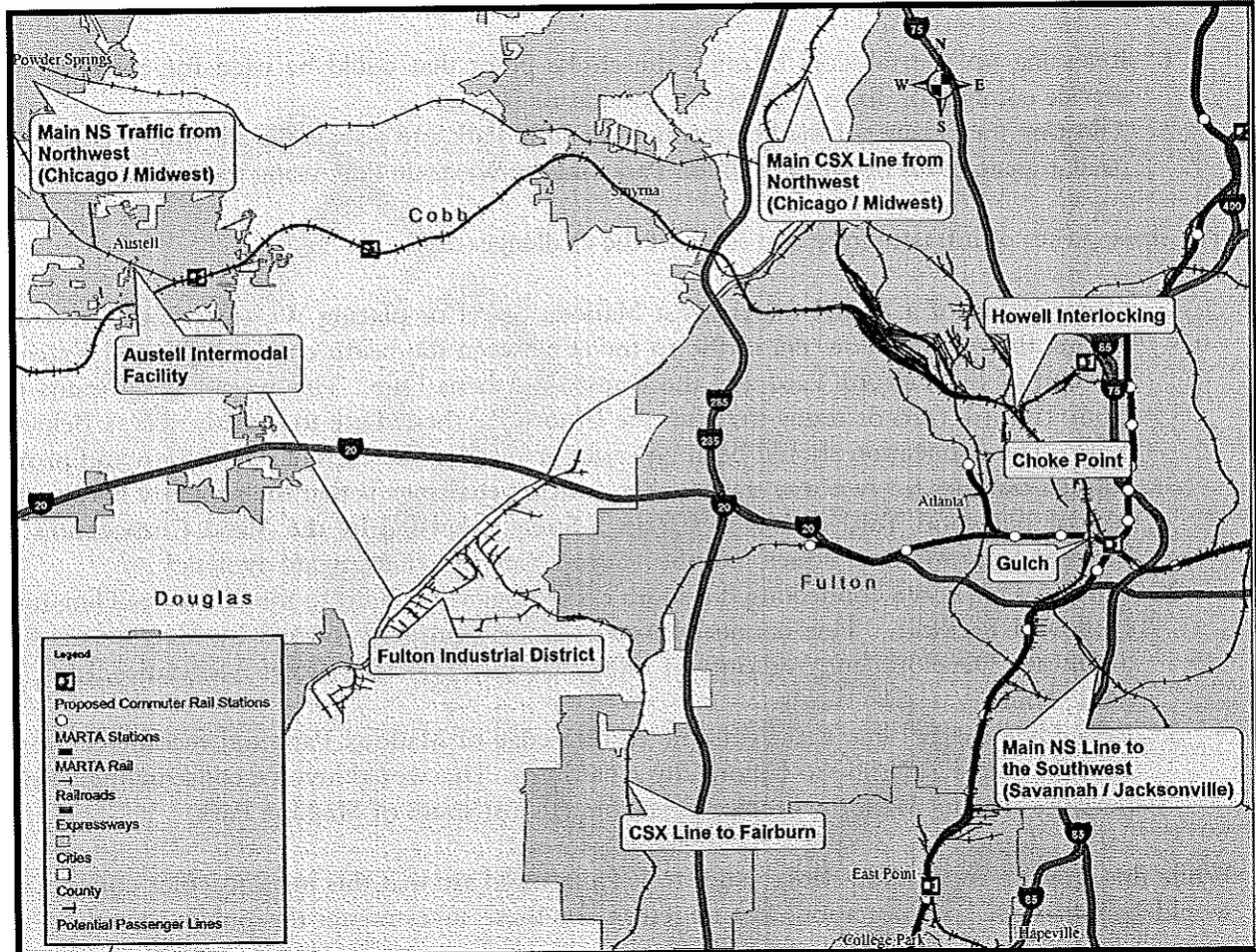


Figure XX: Regional Context of Austell Yard

Figure XX shows that there is no clear existing NS controlled line to reach from the Austell Intermodal Facility to their main line to the Southwest through Macon other than through the choke point. Figure XX following presents some of the potential challenges and opportunities.

Memorandum

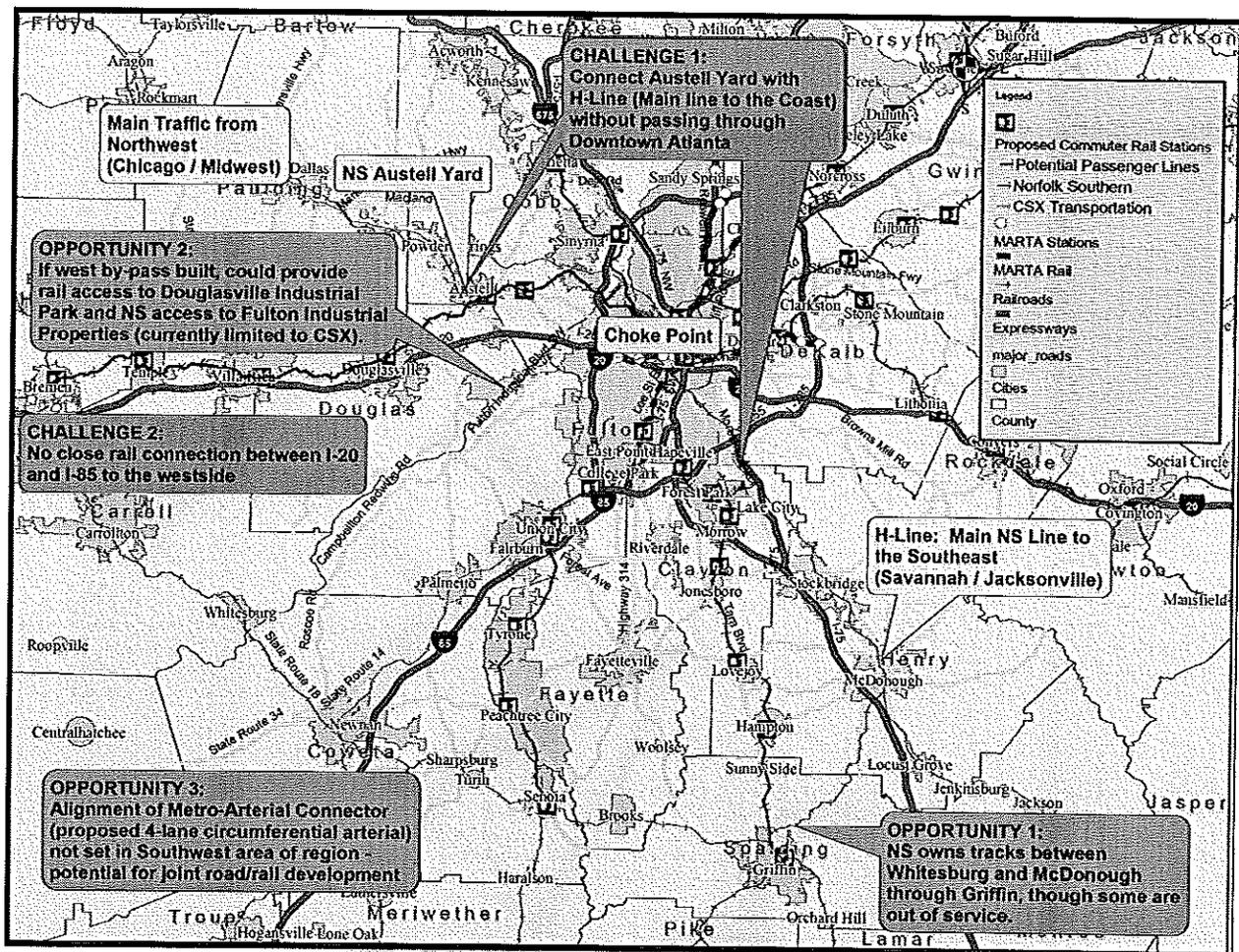


Figure XX – Overview of Issues with a west side freight rail bypass

One of the largest opportunities is that the Atlanta Regional Commission is or will be undertaking a series of studies that could help determine if an alternative along the Westside is feasible. For example, a S.R. 6 Corridor Study⁶ recommendations are available and include potential mitigation measures for truck access. However, the study also reveals that Whitaker Intermodal Facility still has significant room for expansion (as of 2007 it is only 60% built out), meaning that this facility will continue to be a major facility for Norfolk Southern well into the future. Additionally, in the Envision6 (or E6) Regional Transportation Plan, ARC introduced the concept of the Metro-Arterial Connector which, as described, is a major circumferential arterial around the region including portions of S.R. 20 and S.R. 92, with the alignment in the southwest quadrant quite flexible.

Other Important Centers

Southern Crescent

Terminus

Airport Relief

⁶ S.R. 6 is the primary link between I-20 and the Whitaker Intermodal Facility in Austell

Memorandum

North Atlanta

Description of Potential 2030 Network

DRAFT

Read Me

Memorandum

Implications for Freight Rail Movements

One of the more challenging parts of implementing a passenger rail program in the Atlanta region will be mitigating the impact on the freight rail movements. Since many of the passenger rail movements will most likely impact the most congested part of the Atlanta rail network, the three track mainline between the Gulch and Howell Interlocking, providing alternate routes for freight trains through these areas is of paramount importance. One of the major movements both Norfolk Southern and CSX Transportation is from traffic traveling south from Chattanooga into Atlanta through Cobb County and then down to the coast. Most of this traffic passes through the three track mainline between the Gulch and Howell Interlocking that is also desired to passenger traffic on. Therefore, finding an alternate route for this Northwest to Southeast movement is critical. Given the locations of the various yards around the region, some potential options exist for helping relieve pressure on the Howell Interlocking / Gulch tracks specific to each operator. Some of these potential options are discussed below.

Bellwood Yard Connection: CSX

Bellwood Yard is an old hump yard located just west of Ashby Street and south of West Marietta Street in northwest Atlanta near the Knight Park neighborhood. Just across Marietta Street lies both the southern end of Tillford Yard, start of the CSX line to Emory, and the northern end of the Howell Interlocking. Figure XX below presents some of the challenges and opportunities in the Bellwood Yard area.

Michael Neuman "Will the Real Sustainable Development Please Stand Up?" Habitus 2000 Conference, Perth, Australia, September 2000.

Michael Neuman "Images and Place-Making Institutions" Habitus 2000 Conference, Perth, Australia, September 2000.

Michael Neuman "A Process Theory of Sustainable Development" Association of European Schools of Planning annual conference, Brno, Czech Republic, July 2000.

Michael Neuman "The Compact City Fallacy" Association of Collegiate Schools of Planning annual conference, Chicago, October 1999.

Michael Neuman "Cities and the Future of Sustainability" Association of Environmental Professionals annual conference, San Francisco, May 1997.

Michael Neuman "Beyond the Compact City Fallacy: Strategies for Sustainable Urban Development" Second International Symposium on Urban Planning and Environment, Groningen, Holland, March 1997, sponsored by the European Union, United Nations, World Bank, and others.

Michael Neuman "Does Planning Need the Plan?" Joint International Congress of the Association of Collegiate Schools of Planning and Association of European Schools of Planning, Toronto, Ontario, Canada, July 1996.

Michael Neuman "The Image and the City" Association of Collegiate Schools of Planning annual conference, Detroit, Michigan, October 1995, paper accepted.

Michael Neuman "Images as Institution Builders" Association of European Schools of Planning annual conference, Glasgow, Scotland, August 1995.

Michael Neuman "Politics and Planning in Madrid" Association of European Schools of Planning annual conference, Istanbul, Turkey, August 1994.

Michael Neuman "Building Institutions for Flexible Governance: Politics and Planning in Spain and the United States" Association of Collegiate Schools of Planning annual conference, Philadelphia, October 1993.

Judith Gruber, Judith Innes, Michael Neuman and Robert Thompson "Coordinating Growth Management Through Consensus Building: Incentives and the Generation of Social, Intellectual and Political Capital" American Political Science Association annual meeting, Washington, D.C., September 1993.

Michael Neuman "Planning Institutions and Planning Practice" Association of Collegiate Schools of Planning annual conference, Columbus, Ohio, October 1992.

Memorandum

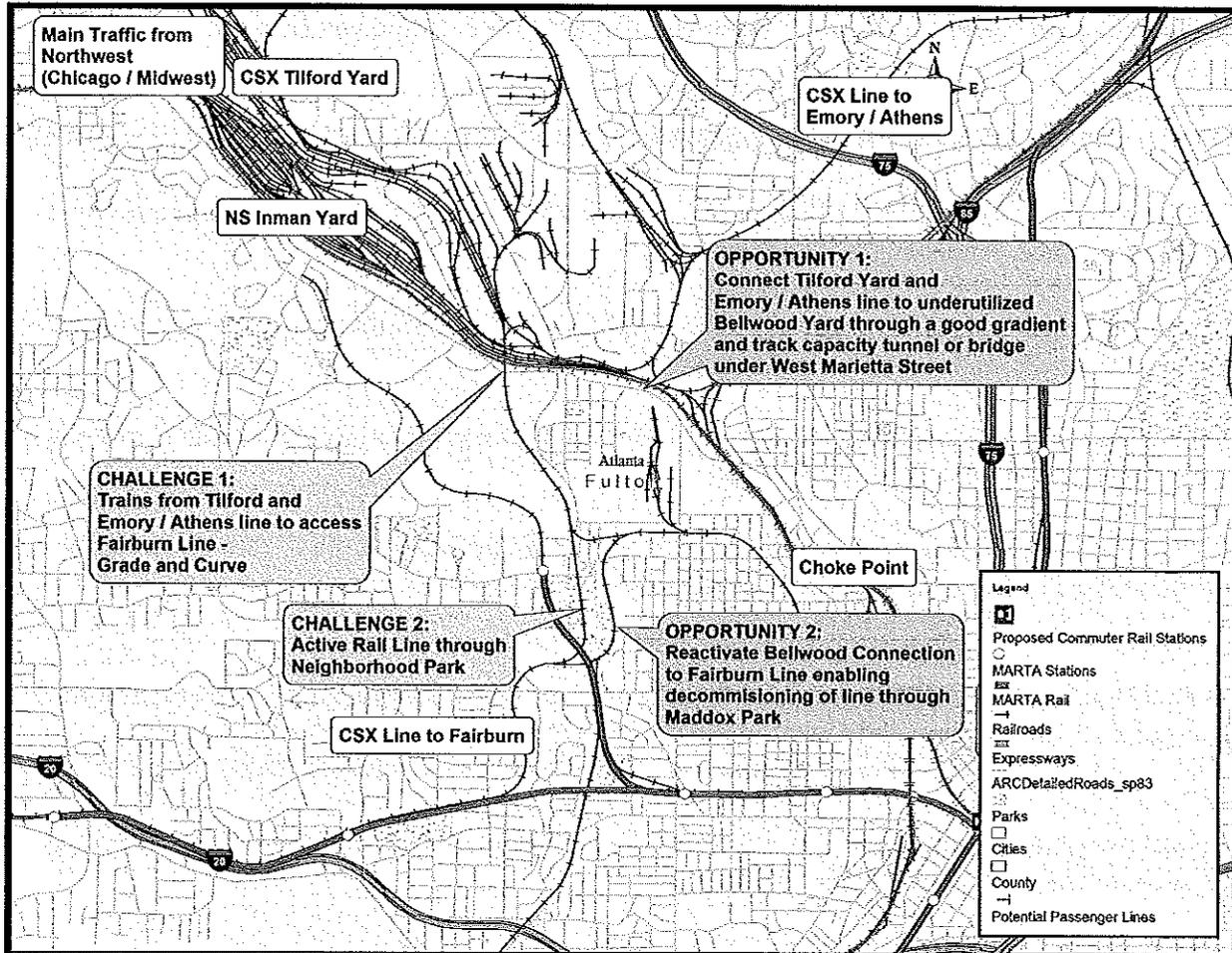


Figure XX – Bellwood Yard Overview

As shown in Figure XX, most of the trains from Tillford Yard or coming from the Emory/Athens line must use the choke point to go points south. While there is an active line that crosses under the NS lines leading to Inman Yard and under Perry Blvd that connects to the main CSX line to the coast in Union City, it is constrained by steep grades and curves. Additionally, this CSX line also runs through the middle of Maddox Park and adjacent to the Bellwood Quarry, site of the new Westside Park.

Just to the east of the active line is an old hump yard that is still in limited use, Bellwood Yard. The tail end of the yard almost reaches up to West Marietta Street near the junction between Tillford Yard and the Emory / Athens line. Additionally, mostly south of Donald L. Hollowell Parkway and along the eastern edge of Maddox Park is an unused rail line that was the former connection to the active CSX line. The addition of three pieces of infrastructure to benefit rail freight (specifically CSX's operations) could have two potentially major impacts:

1. Releasing up several slots through the choke point that could be used for commuter rail service coming to/ from Gainesville, Athens, or Bremen

Michael Neuman "Responses to Rationality" Association of Collegiate Schools of Planning annual conference, Portland, Oregon, October 1989.

Michael Neuman "Regional Design" American Planning Association annual conference, Atlanta, Georgia, May 1989.

OTHER CONFERENCE PRESENTATIONS AND INVITED LECTURES (Representative)

Michael Neuman "Infrastructure Planning" Texas Chapter American Planning Association annual conference, Addison TX, October 2007.

Michael Neuman "Infrastructure and Economic Development" Southern Leadership Conference annual conference, San Antonio TX, October 2007.

Michael Neuman "Sustainable Processes for Renewable Energy" Energy Policy Act Conference, Texas A&M University, September 2006.

Michael Neuman and Stuart Churchill "A General Theory of Sustainability" Interdisciplinary Forum on the Theories, Models and Methods of Sustainable Development, University of Cincinnati, Ohio, November 2005.

Michael Neuman "How Individuals and Institutions Use Plans: Planning Cultures and Images of the Future" at Envisioning and Creating the Future: Using Forecasts, Scenarios, and Plans, a Lincoln Institute of Land Policy Symposium, Cambridge, Massachusetts, September 2005.

Michael Neuman "Planning the City Without a Plan" Metropolis Graduate Program, Catalonia Polytechnic University, Barcelona, April 2005.

Michael Neuman "Texas Urban Triangle" at the Network Cities Roundtable, Fundación Metropoli, Madrid, March 2005.

Michael Neuman "Sustainable Urbanism" Texas Chapter American Planning Association Annual Conference, San Antonio, October 2003.

Michael Neuman "Compact Growth: Possible? Desirable?" University of Texas, February 2002.

Michael Neuman "Conceptualizing European Spatial Planning" Closing Plenary Session, European Spatial Planning Conference, Lincoln Institute of Land Policy, Cambridge, Mass., June 2001.

Michael Neuman "Golden Prague: City of a Hundred Spires" Texas A&M University College of Architecture, February 2001.

Michael Neuman "Architecture's Killer B's: Barcelona and Bilbao" Texas A&M University College of Architecture, November 2000.

Memorandum

2. Allowing the closure of the line through Maddox Park and potentially allowing a connection (trail, transit, road) between Maddox Park and the Westside Park using the railroad ROW.

The three pieces of infrastructure and some of the challenges are:

1. Construction of a tunnel under West Marietta Street or placing West Marietta Street on a bridge, that would allow rail traffic to travel between the north end of Bellwood Yard and the end of the Tillford Yard and the Emory / Athens Line. This would allow trains to / from Tillford Yard or trains to/from the Emory / Athens Line to directly access Bellwood Yard. The connection should be at an easier grade than the current connection and provide enough capacity for two way traffic. A significant challenge is that the property between the end of Bellwood Yard and West Marietta Street is owned by the Mead Corporation and between West Marietta Street¹ and the Tillford Yard by other private owners.²
2. Provide a rail curve connecting the south end of Bellwood Yard to the unused rail line under Hollowell Parkway. This connection could impact property owned by Metronexus Core Southeast, Development Authority of Fulton County, Jefferson Street Associates, LLC, and MCL Tours.³
3. Rebuilding the rail line that skirts the eastern edge of Maddox Park and reconnect the line with the active CSX line to Union City / Fairburn. This would involve constructing a bridge over the existing MARTA Proctor Creek branch just south of Maddox Park.

While this is just a suggestion, some issues to keep in mind are that this infrastructure construction would benefit CSX transportation, but in return for these investments the public would be in a strong position to receive some of CSX's slots in the choke point for commuter rail trains and a direct connection between Maddox Park and the Westside Park that could be used as a portion of the Beltline ROW or another transportation investment.

West Freight Rail Bypass: NS

Norfolk Southern operates a major intermodal facility in Austell near the intersection of Westside Road and Ch James Pkway (S.R. 6). Any trains destined for southeast of Atlanta from this yard must travel through the Howell Interlocking / Gulch area. Figure XX provides an overview of regional context.

¹ Fulton County Parcels 17-018900050226 and 17-018900050309

² Fulton County Parcels 17-018900060068 and 17-0150-LL1522

³ Fulton County Parcels 14-011300010277, 140113-LL0105, 14-011300040795, and 14-011300030804

Michael Neuman "Cranes, Trains and Automobiles: Architecture and Planning in Contemporary Berlin" Texas A&M University College of Architecture, October 2000.

Arun Jain, H. Haccou, and Michael Neuman "Theoretical Framework for MILU: Multifunctional Intensive Land Use" MILU Inaugural Working Party, cosponsored by the Royal Netherlands Academy of Arts and Sciences and the International Federation of Housing and Planning, Amsterdam, Holland, May 2000.

Michael Neuman "The Compact City Fallacy" University of Calgary, March 1999.

Michael Neuman "The Sustainability Question" University of North Carolina, Chapel Hill, February 1999.

Michael Neuman "Politics and Policy of Metropolitan Growth in Spain" University of California at Berkeley, Center for Western European Studies, November 1995.

Michael Neuman "Innovations in American Planning Methods" Universidad Carlos III Madrid, College of Architecture, June 1995.

Michael Neuman "Institutional Design and Public Policy" University of Bologna, Department of Political Science, May 1994.

Michael Neuman "Metropolitan Planning in Madrid" Turin Polytechnic University, College of Architecture, May 1994.

Michael Neuman "New Jersey State Planning and Institutional Design" Milan Polytechnic University, College of Architecture, May 1994.

Michael Neuman "Metropolitan Planning in Madrid" Innovations in Development Plan Making in Europe, Nijmegen, Holland, March 1994.

Michael Neuman "Comparison of Metropolitan Planning in Spain and the United States" Innovations in Development Plan Making in Europe, Newcastle, England, October 1993.

Michael Neuman "Institution Building and New Jersey State Planning" Green Plans, an international conference sponsored by the Resource Renewal Institute, San Raphael, Cal., 1992.

Michael Neuman "Permanence in Community Design" New Jersey Federation of Planning Officials annual conference, Princeton, New Jersey, May 1991.

Michael Neuman "New Jersey Coastal Planning Coordination" Coastal Managers Conference of the National Oceanic and Atmospheric Administration, Washington, D.C., 1990.

Michael Neuman "Planning the Jersey Coast" League of Women Voters Conference "The New Jersey Coast Faces the Future", Atlantic City, 1989.

Michael Neuman "Corridor Regions and Regional Design" New Jersey Federation of Planning Officials annual conference, Princeton, 1989.

ACADEMIC SERVICE

College of Architecture, Texas A&M University

Member, Academic Affairs Committee	2000 – 2002
Member, International Programs Committee	2000 – 2004
Graduate Teaching Academy Mentor Program	2003 – 2004
Chair and Founder, Sustainable Urbanism Program	2003 – present
Coordinator and Founder, Barcelona Study Abroad Program	2000 – present

Department of Landscape Architecture and Urban Planning, Texas A&M University

Chair, Faculty Search Committee urban design Hired female assistant professor from the University of Washington. Five of eight candidates female and/or minority.	1999 – 2000
Chair, Faculty Search Committee transportation Hired male assistant professor from MIT. Two of three candidates women.	2000 – 2001
Chair, Master of Urban Planning Advisory Committee	2000 – 2002
Chair, Master of Urban Planning Curriculum Revision Committee	2005 – 2006
Faculty Advisor, Association of Student Planners	1999 – 2003
Member, Ph.D. Program Committee, Urban and Regional Science	1999 – 2004, 2006 – present
Member, Faculty Search Committees sustainability	2001 – 2002, 2002 – 2003, 2003 – 2004
Member, Master of Urban Planning Faculty Advisory Committee	2005 – present

National and International Service

Guest Editor of special issue of Regional Studies titled The Futures of the City Region, lead editor, with Professor Angela Hull, co-editor. 2008.

Faculty Mentor, Association of European Schools of Planning Doctoral Student Workshop, Naples, Italy. July 2007. Other mentors: John Forester, Klaus Kuntzmann, Alessandro Balducci, Luigi Mazza. 4 day event for 40 doctoral students.

Faculty Mentor, Association of Collegiate Schools of Planning Faculty Mentoring Program, 2007 – present.

Co-Chair, International Conference on Sustainable Urbanism, Texas A&M University. April 2007.

Faculty Mentor, Association of European Schools of Planning Doctoral Student Workshop, Bristol, England. July 2006. Four day workshop for 32 advanced doctoral students.

Memorandum

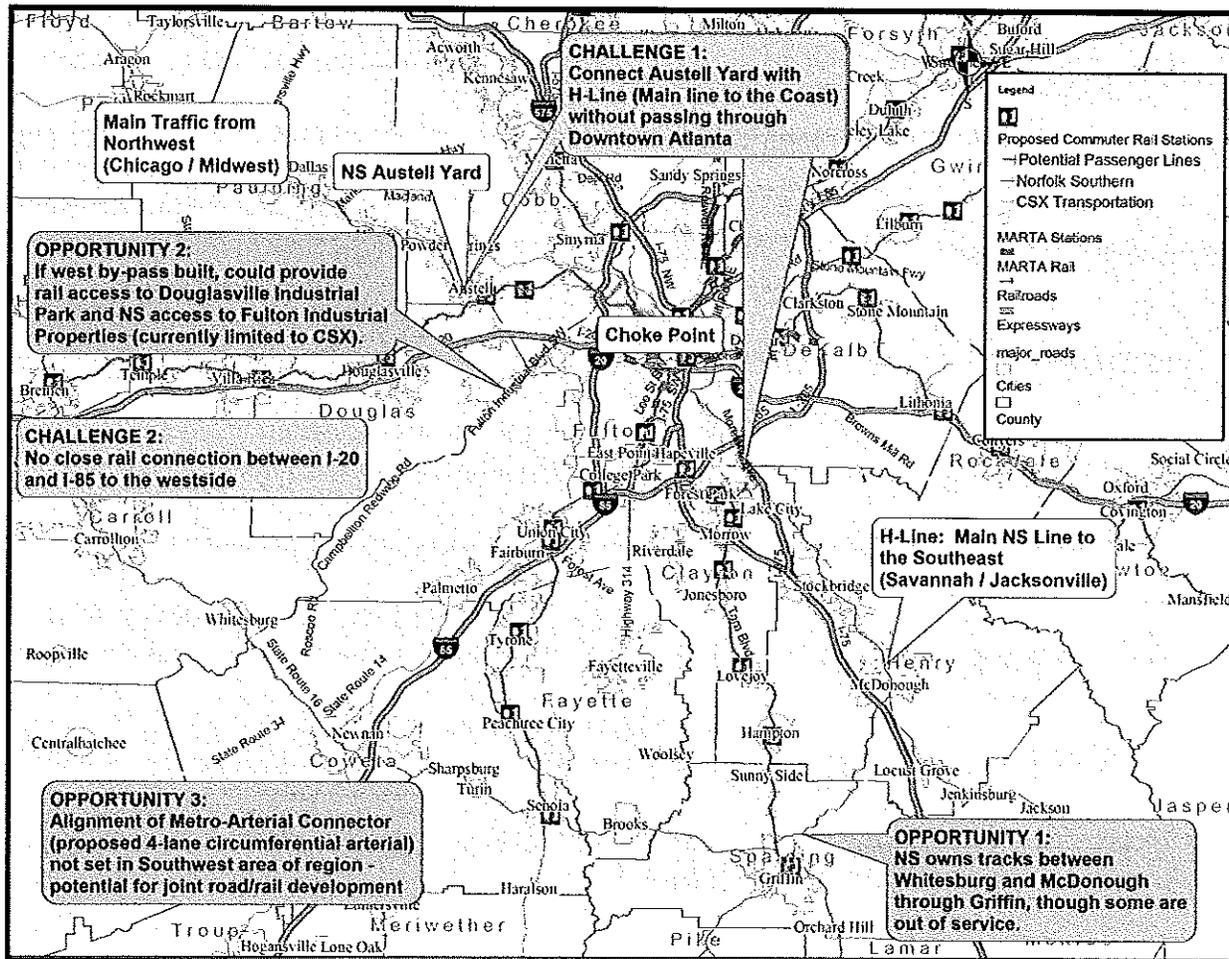


Figure XX – Overview of Issues with a west side freight rail bypass

Participant, "American Spatial Development Perspective" Lincoln Institute of Land Policy Symposium, Vienna, Austria, July, 2005.

Moderator and Discussant, "Planning Cultures", 11th Conference of the International Planning History Society, Barcelona, Spain, July 2004.

Panelist "How is planning's contribution to development explained?" roundtable, Association of European Schools of Planning Annual Conference, Grenoble, France, July 2004.

Session Chair, "The Emergence of Professional Cultures and Milieus", 11th Conference of the International Planning History Society. Barcelona, Spain. July, 2004.

Panelist "Integrating Women into the Planning Process" roundtable, American Planning Association Annual Conference, Washington, D.C. April 2004.

Participant, Biannual Planning Schools Administrators Conference, Amelia Island, October 2003.

Panel Chair and moderator, "Is Planning Theory Urban?" Association of Collegiate Schools of Planning annual conference, Baltimore, November 2002.

Panelist, "Multifunctional and Intensive Landuse", International Federation of Housing and Planning annual conference, Barcelona, September 2001.

Chair and Discussant, "Conflict, Consensus, and Coordination", Inaugural World Planning Schools Congress, Shanghai, China, July 2001.

Participant, Biannual Planning Schools Administrators Conference, Philadelphia, May 2001.

Discussant, "Playing Games With Olympic Promises" Association of Collegiate Schools of Planning annual conference, Atlanta, November 2000.

Chair, Politics of Space and Place: Imagery, Perception and Representation Session, Habitus 2000 Conference, Perth, Australia, September 2000.

Chair, Nature and Human Places: Nature and the City Session, Habitus 2000 Conference, Perth, Australia, September 2000.

Participant, United Nations Urban Agenda 21 Conference, Berlin, Germany, July 2000.

Discussant, "Place and Purpose" Session, Association of Collegiate Schools of Planning annual conference, Chicago, October 1999.

Panel convener and moderator, "Does Planning Need the Plan?", American Planning Association annual conference, April 1998, Boston.