

Meeting Minutes

Type of Meeting: Community Engagement – Series 2

Date/Location: Stakeholder Advisory Committee Meeting - 3.26.2019 / 11AM
Community Coffee Ground Coffee Shop – 1297 McDonough Blvd, SE ATL 30315

Public Meeting #2 - 3.28.2019 / 6:30PM
Arthur B. Langford Recreation Center – 1614 Arthur Langford Place ATL 30315

Discussion Items

1. **Meeting Format**

The second iteration of public engagement activities commenced with a Stakeholder Advisory Committee (SAC) meeting on Tuesday, March 26th, 2019. A quick informal introduction was given which gave background to the project and identified the purpose, which is to connect from the existing Southtowne PATH Trail to the future Beltline Trail. The public meeting commenced on Thursday, March 28th, 2019 beginning with a formal introduction also discussing the importance and purpose of the trail.

At each meeting, the project team presented three different yet feasible alternatives to explore. While the concepts presented are not final, we will continue to garner valuable input, consent and consideration for a preferred alternative. The presented concepts can be merged, additional connection spurs can be added, and other identified or deemed necessary routes can be considered.

Provided at each meeting:

- **Trail facts** that showed the 1) total trail alignment length, 2) number of conflict points (roads and aprons), 3) potential ROW/easement properties effected, and 4) total neighborhood connections.
- **Trail Elements and Image Preference boards** were provided to show 1) potential cultural storytelling, 2) trail treatment, 3) road crossings, 4) site furnishes, 5) green infrastructure, and 6) trail archetypes.
- **Other Identified Projects board** was provided as a catch all for projects not within the scope of the trail heard during past meetings to further enhance future community development.

After the introductions, stakeholders and the public were free to walk around to take closer looks at the concepts, ask questions, add comments, draw on the concepts, add dots representing like, maybe, and dislike.

2. **Alternative Alignments**

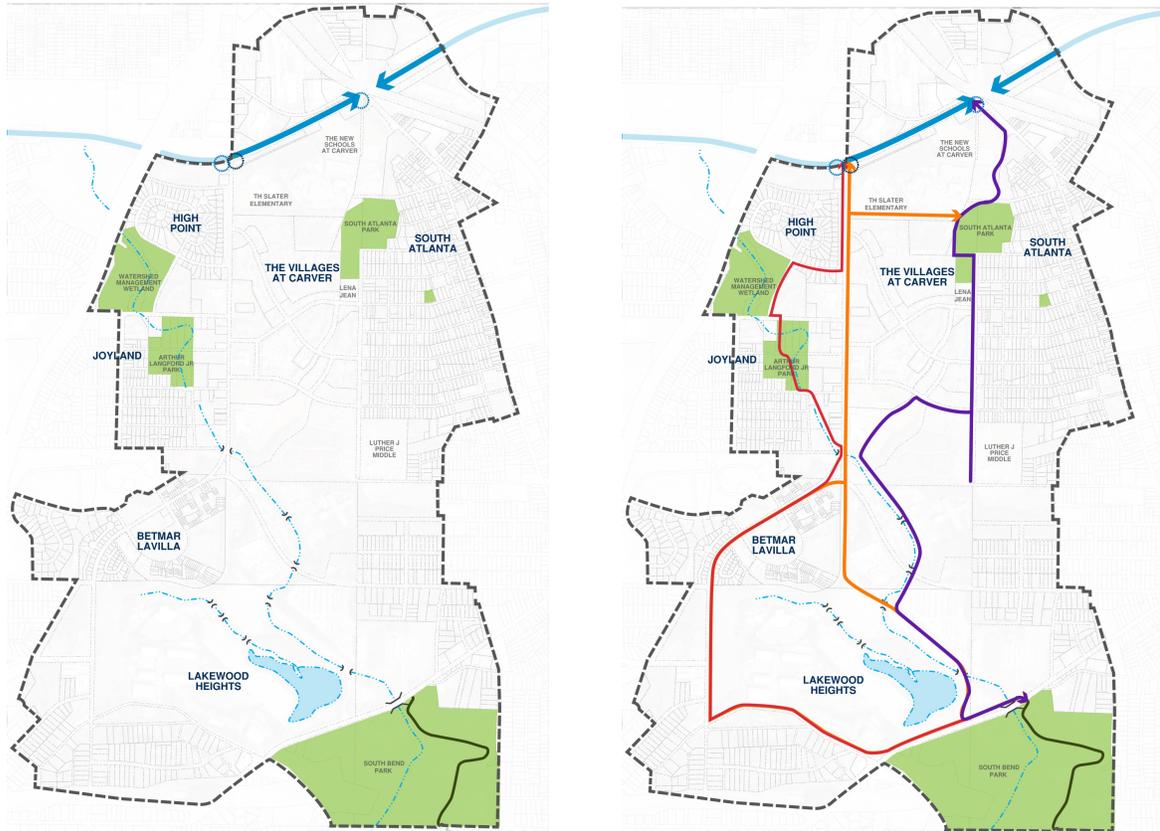
Alternative A – is a west focusing alignment. From South to North, the trail crosses Lakewood Avenue either via tunnel or HAWK signal crossing, runs east around Lakewood Amphitheater, up Pryor Road, follows the stream through Arthur Langford Jr Park and the Wetland, to Bowen Circle, back on to Pryor, to a “temporary” Beltline connection.

Alternative B – is a centrally focused trail connecting the most neighborhoods and is the shortest distance from Southtowne to the Beltline. From South to North, the main spine crosses Lakewood Avenue either

via tunnel or HAWK signal crossing, runs through Lakewood Amphitheater along Lakewood Raceway to Pryor Circle, to Pryor Road, where a road diet would condense the road to three lanes, and then to a “permanent” Beltline connection. Two spurs are proposed, one would create a “loop” running from the crossing at Lakewood Avenue around perimeter to Lakewood Way through Betmar La Villa and connect with the spine at Pryor Road. The second spur would run off the spine on Pryor Road, through TH Slater Elementary and The New Schools at Carver to South Atlanta Park.

Alternative C – the east alignment focuses on the connectivity of schools; it has the least number of conflict points. From South to North, the trail runs through Lakewood Amphitheater along Lakewood Raceway, following the stream across Claire Drive through City of Atlanta Property, turning east through the YMCA running along the existing parking lot to Meldon Ave, a spur runs south to Luther J Price Middle, and continues north along Benjamin Bickers Drive to an existing easement east of Lena Jean an Atlanta Public Schools building to South Atlanta Park. The trail follows existing sidewalk along the west of South Atlanta Park to Hank Aaron Drive (TH Slater Elementary and The New Schools at Carver) continuing to McDonough Boulevard and concluding at a “temporary” Beltline connection.

The map on the bottom left shows the space between Southtowne Trail and the future Atlanta Beltline.



The map to the right shows all three alternatives super imposed, Alternative A is red, Alternative B is orange, and Alternative C is purple.

PDF versions of each alternative are included with these minutes for further review.

3. Stakeholder Group Discussion

a. General

- i. High Point President: stated the community is welcoming Beltline and PATH. States there are 100 people in the community and about 5 are vocal about “No.” Currently High Point is uneducated about the Beltline and PATH, and general community development. Goal for better communication of information to community
- ii. Encourage people to look at practical options

4. Stakeholder Break Out Board Discussions

a. General

- i. Lakewood Lake improvements would help the community and overall make more aesthetically pleasing and usable place
- ii. Lena Jean will become Public School again in 2020/2021
- iii. South Atlanta Park has large historical significance, would be nice to incorporate
- iv. Pete- there are easier more affordable options [Alternative B] but it may be worthy to spend money on a green trail rather than a street trail. Especially when Pryor already has an existing large sidewalk. Alternative B is a straight shot but conflicts with traffic.

b. Alternative A – West Wetlands

- i. Does not utilize water features in Lakewood Lake
- ii. Alignment orientation is too far west, ignores other neighborhoods within Lakewood study area boundary
- iii. Bowen Circle road ROW is concerning, consider running trail south of home and between Columbia Heights
- iv. Missed opportunity to connect schools
- v. Consider adding lights on Bowen Circle across from wetlands

c. Alternative B – Up Pryor

- i. High Point President - Pryor is high speed road get backed up in the AM at Claire and Pryor
- ii. High Point Avenue issue with traffic in AM people cutting though Neighborhood
- iii. Trail would need to be buffered by large planting strip on Pryor
- iv. Add more spurs to schools for safer routes
- v. Love the “loop”

a. Alternative C – School Connectivity

- i. Consider Troup and Middleton to South Atlanta Park- less elevation change than on Bickers
- ii. Add the “loop” from Alternative B to C
- iii. YMCA gates locked- consider running trail behind YMCA or work with YMCA to open gates
- iv. Land ownership within Southern Atlanta Park is nebulous
- v. Heavy pedestrian traffic from Betmar La Villa to schools [Price, Carver, Slater] consider spur to neighborhood
- vi. Spur trail thought Carver and Slater to currently identified primary Beltline Access
- vii. Spur trail South of Price Middle to Claire for neighborhood connection

d. Questions

- i. What is the feasibility of a road diet on Pryor? Road study?
 1. It is feasible. Currently Pryor is at less than half the necessary capacity for a road diet.
- ii. Is Lakewood Avenue a State Route?
 1. Lakewood is not a State Route. Jonesboro Road is Highway 54 (just east of study boundary).

- iii. Street car future on Pryor?
- iv. Difference between temporary and permanent Beltline access?
 1. Temporary is stairs. Permanent is ADA ramp system. Access type not set in stone, location is.

e. Lakewood Avenue Crossing

- i. Underground bridge under Lakewood Ave to South Bend is preferred. Safer alternative but more expensive
- ii. Currently kids crossing to get to pool, dangerous
- iii. Tina - Wild animal crossing exploration

f. Southtowne Trail

- i. Southtowne trail is thought to be unsafe, possible because of isolation in woods. However, there are no recent crime reports
- ii. Needs more / better wayfinding signage
- iii. Southtowne has wildlife such as snakes, foxes, deer, turtles. Keep and enhance habitat

g. Cultural Story Telling

- i. Visual arts preference
- ii. The photographic History on Eastside Beltline was controversial and has been censored/removed. Not recommended for PATH

h. Trail Elements

- i. No strong preference in trail treatments (yellow striping, brick banding, middle banding)
- ii. Trails adjacent to roadway should have large planting strip with trees
- iii. Trails closer to road way okay to be buffered with fence and vines (like PATH 400)
- iv. Use existing street parking
- v. No wood bridging
- vi. Benches good, without bars
- vii. Removable bollards are preferred
- viii. Consider lighting to show signage, entrances, and exits
- ix. Bioswales and raingardens in appropriate places

i. Housing/Neighborhood

- i. Lakewood Heights has wanted a grocery store but does not currently have the population to drive one
- ii. Lakewood wants a contributing diverse community – they are not trying to push anyone out or push out a historically black neighborhood
- iii. The words “Affordable Housing” has not been sitting well with the community although they would like to keep Lakewood affordable
- iv. At St Johns and Fair there has been talk of a 250-unit apartment complex that would maintain affordable housing similarly to between High Point and the Beltline
- v. People in the neighborhood say they don’t want gentrification, but they also want nice things like good schools and safe parks, shopping centers, etc.

j. Other Documents

- i. MTB Atlanta SORTBA Atlanta Chapter (Mountain Biking) has an existing master plan for Trails in South Atlanta. How do these trails relate to PATH?
- ii. Conceptual Greenway Corridor Implication Plan for South River identifies a park or linear park through Lakewood.

5. Public Meeting

a. Introduction & Discussion

- i. General question about the clarification of the trail and what the purpose is and who will be using it
- ii. It was stressed what is the most logical and desirable paths for the community

b. Alternative A – West Wetlands

- i. Number of conflict points is concerning
- ii. Property owner on Bowen Circle concerned about her yard and ROW
- iii. Trail on Bowen Circle is concerning - currently tight two-lane road with small sidewalk
- iv. River is missed opportunity - consider following the river through Lakewood Amphitheater to Pryor Road
- v. Missed opportunity to connect the schools

c. Alternative B – Up Pryor

- i. Like the Lakewood Lake connection
- ii. Love the “Loop”
- iii. Best plan for daily cyclist and walkers
- iv. Biggest points are liking the directness of this plan but add the Wetland and school connections
- v. Larger than 6’ planting buffer is preferred on Pryor
- vi. Pryor ability to slow a high-speed road and make more of a boulevard
- vii. Like the number of neighborhood connections
- viii. Concern on High Point Avenue issue with traffic in AM people cutting through Neighborhood and where the trail alignment would lay with existing fence

b. Alternative C – School Connectivity

- i. Include spurs to Wetlands and High Point
- ii. Safety concerning the connection of school for children
- iii. Love the school connections
- iv. Consider adding the loop spur from Alternative B
- v. Like the reduced conflict points

d. Lakewood Avenue Crossing

- i. Underground tunnel is preferred
- ii. Tunnel is safer more direct route

e. Southetowne Trail

- i. Southetowne trail was unknown to many people present at meeting

f. Cultural Story Telling

- i. Visual arts preference

g. Trail Elements

- i. Typical PATH trail, concrete trail with yellow striping is preferred
- ii. Trails inset further into properties and set back from the road is preferred
- iii. Trails next to road ways are preferred with larger planting strip with trees
- iv. Benches practical and aesthetic
- v. Directional signage and markers are wanted
- vi. Bioswales and raingardens are possibly unknown

WHAT WE HEARD - ALTERNATIVE A

- LEGEND**
- PROPOSED ALTERNATIVE A - PATH LAKEWOOD TRAIL ALIGNMENT
 - EXISTING SOUTHTOWNE PATH TRAIL
 - FUTURE ATLANTA BELTLINE
 - - - ALIGNMENTS IDENTIFIED BY PUBLIC/STAKEHOLDER (WEEK OF 3/25)
 - BELTLINE ACCESS POINT - PERMANENT
 - BELTLINE ACCESS POINT - TEMPORARY
 - () BRIDGE
 - ~ STREAM
 - - - PROPERTY BOUNDARY
 - CONFLICT POINT - ROAD
 - CONFLICT POINT - APRON

TRAIL FACTS

TRAIL ALIGNMENT LENGTH	13,000 LF / 2.46 MILES
CONFLICT POINTS	10 ROADS, 18 APRONS
ROW/EASEMENTS	44 PROPERTIES
CONNECTIONS	5 NEIGHBORHOODS

POOR EAST CONNECTIVITY

! CONCERNS ABOUT ROW, TIGHTNESS, AND LIGHTING ON BOWEN CIRCLE

♥ INCORPORATION OF WETLAND

! CONCERNS ABOUT HIGH POINT AVENUE AND EXISTING FENCE IN RELATION TO TRAIL ALIGNMENT

NEEDS BETTER CONNECTIVITY TO SE SIDE OF COMMUNITY + SCHOOLS

MISSED OPPORTUNITY TO FOLLOW THE STREAM / UTILIZE EXISTING WATER FEATURES



WHAT WE HEARD - ALTERNATIVE B

- LEGEND**
- PROPOSED ALTERNATIVE B - PATH LAKEWOOD TRAIL ALIGNMENT
 - EXISTING SOUTHTOWNE PATH TRAIL
 - FUTURE ATLANTA BELTLINE
 - ALIGNMENTS IDENTIFIED BY PUBLIC/STAKEHOLDER (WEEK OF 3/25)
 - BELTLINE ACCESS POINT - PERMANENT
 - BELTLINE ACCESS POINT - TEMPORARY
 - BRIDGE
 - STREAM
 - PROPERTY BOUNDARY
 - CONFLICT POINT - ROAD
 - CONFLICT POINT - APRON

TRAIL FACTS

MAIN TRAIL ALIGNMENT LENGTH	8,400 LF / 1.60 MILES
LOOPED TRAIL LENGTH	11,351 LF / 2.15 MILES
TOTAL TRAIL ALIGNMENT LENGTH	17,140 LF / 3.25 MILES
CONFLICT POINTS	10 ROADS, 9 APRONS
ROW/EASEMENTS	35 PROPERTIES
CONNECTIONS	7 NEIGHBORHOODS

BEST / MOST DIRECT PLAN FOR COMMUTER CYCLIST + WALKERS

WOULD LIKE TO SEE BETTER INCORPORATION OF WETLAND

PROXIMITY TO ROAD IS CONCERNING - BUT ALSO POTENTIAL TO SLOW A HIGH SPEED ROAD, MAKE IT A BOULEVARD

SECTION B-B
PATH TRAIL AT PRYOR ROAD - ROAD DIET

CONCERNS ABOUT PRYOR ROAD DIET, BECAUSE OF MORNING COMMUTE TRAFFIC
PRYOR QUALIFIES FOR ROAD DIET BASED ON TRAFFIC COUNT

12'-0" SIDEWALK STRIP, 5'-0" LANE, 11'-0" TURN LANE, 11'-0" LANE, 6'-0" STRIP, 12'-0" PATH TRAIL, 2'-0" CLEAR ZONE

ADD SPUR FOR BETTER / SAFER CONNECTIONS TO SCHOOLS

THE LOOP

THE LOOP

WHAT WE HEARD - ALTERNATIVE C

- LEGEND**
- PROPOSED ALTERNATIVE C - PATH LAKEWOOD TRAIL ALIGNMENT
 - EXISTING SOUTHTOWNE PATH TRAIL
 - FUTURE ATLANTA BELTLINE
 - ALIGNMENTS IDENTIFIED BY PUBLIC/STAKEHOLDER (WEEK OF 3/25)
 - BELTLINE ACCESS POINT - PERMANENT
 - BELTLINE ACCESS POINT - TEMPORARY
 - BRIDGE
 - STREAM
 - PROPERTY BOUNDARY
 - CONFLICT POINT - ROAD
 - CONFLICT POINT - APRON

TRAIL FACTS

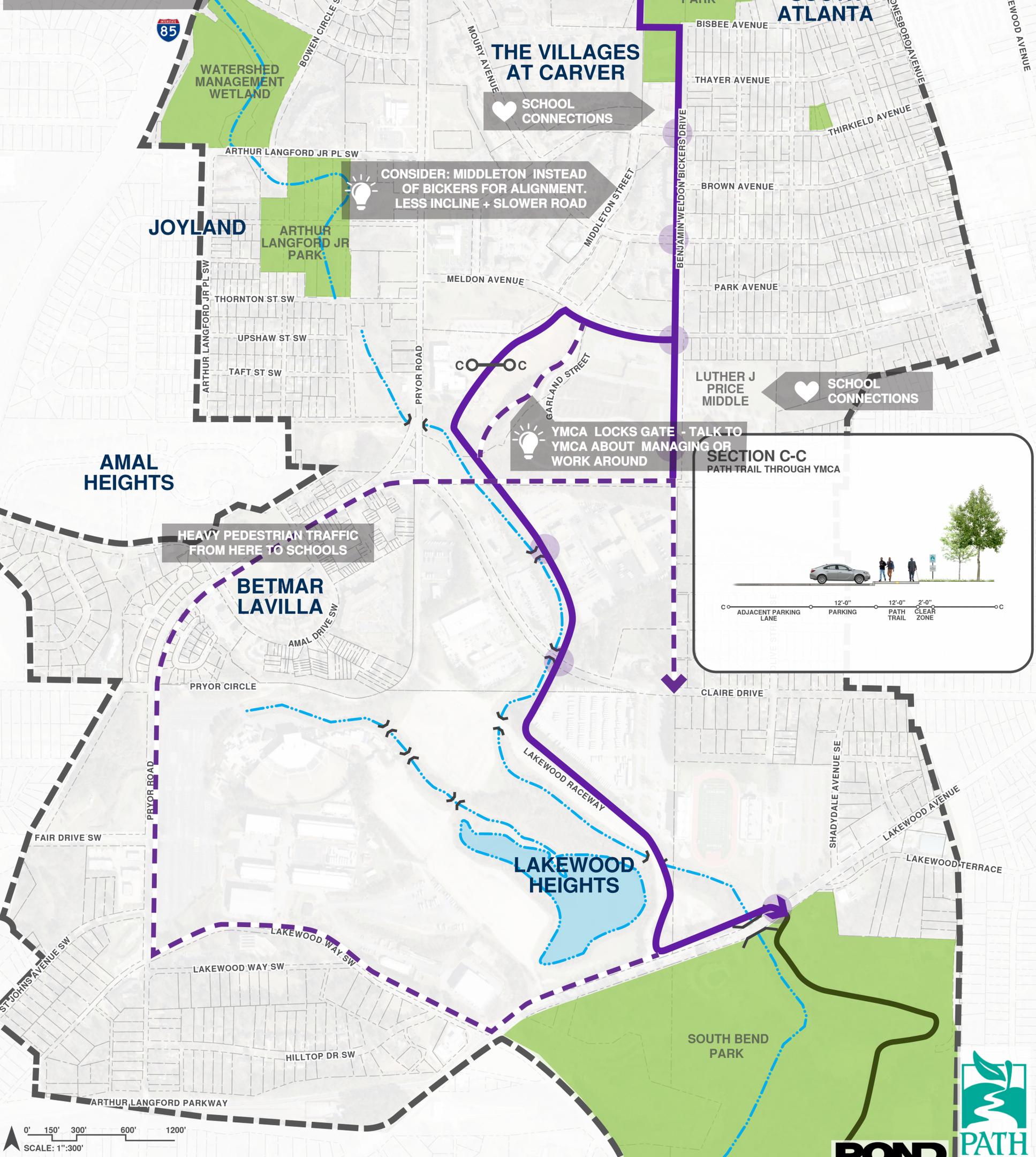
TRAIL ALIGNMENT LENGTH	11,922 LF / 2.25 MILES
CONFLICT POINTS	10 ROADS
ROW/EASEMENTS	15 PROPERTIES
CONNECTIONS	3 NEIGHBORHOODS

POOR WEST CONNECTIVITY

SCHOOL CONNECTIONS

TH SLATER ELEMENTARY

WOULD LIKE TO SEE BETTER INCORPORATION OF WETLAND + HIGH POINT NEIGHBORHOOD



CONSIDER: MIDDLETON INSTEAD OF BICKERS FOR ALIGNMENT. LESS INCLINE + SLOWER ROAD

YMCA LOCKS GATE - TALK TO YMCA ABOUT MANAGING OR WORK AROUND

SECTION C-C
PATH TRAIL THROUGH YMCA

ADJACENT PARKING LANE 12'-0" PARKING 12'-0" PATH TRAIL 2'-0" CLEAR ZONE

WHAT WE HEARD - OTHER IDENTIFIED PROJECTS

- LEGEND**
- EXISTING SOUTHTOWNE PATH TRAIL
 - FUTURE ATLANTA BELTLINE
 - BRIDGE
 - STREAM
 - PROPERTY BOUNDARY

- 1** SOUTH ATLANTA PARK/NEIGHBORHOOD ROAD IMPROVEMENTS
- 2** SOUTH ATLANTA PARK IMPROVEMENTS
- 3** TRAIL TO LAKEWOOD BUSINESS DISTRICT
- 4** STREAM DAYLIGHTING + RESTORATION
- 5** BISBEE SIDEWALK IMPROVEMENTS TO SOUTH ATLANTA PARK
- 6** TRAFFIC CALMING IMPROVEMENTS
- 7** LAKEWOOD AMPHITHEATER STORMWATER IMPROVEMENTS

WOULD LIKE FOR THIS LOT TO BE REZONED HIGH DENSITY - NOT AFFORDABLE HOUSING

HIGH POINT WOULD LIKE TO BE INCORPORATED IN MORE COMMUNITY DEVELOPMENT PROJECTS

SOUTH ATLANTA PARK HAS LARGE HISTORICAL SIGNIFICANCE

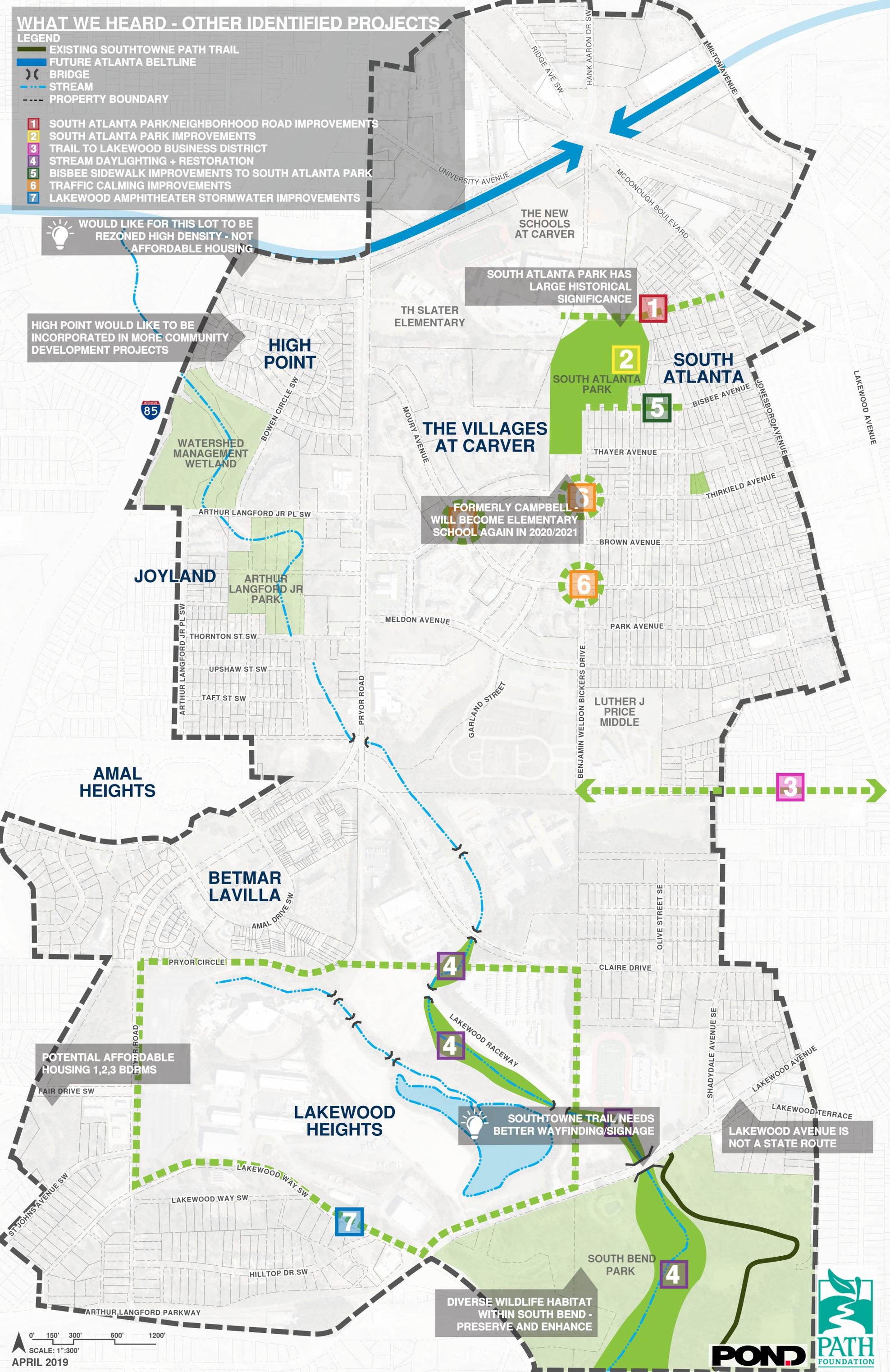
FORMERLY CAMPBELL WILL BECOME ELEMENTARY SCHOOL AGAIN IN 2020/2021

SOUTHTOWNE TRAIL NEEDS BETTER WAYFINDING/SIGNAGE

LAKEWOOD AVENUE IS NOT A STATE ROUTE

POTENTIAL AFFORDABLE HOUSING 1,2,3 BDRMS

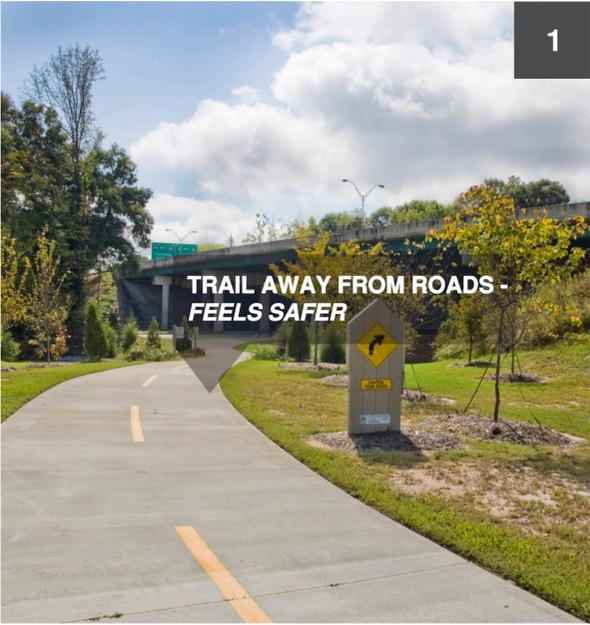
DIVERSE WILDLIFE HABITAT WITHIN SOUTH BEND - PRESERVE AND ENHANCE



WHAT WE HEARD - POTENTIAL TRAIL ELEMENTS

PATH LAKEWOOD TRAIL

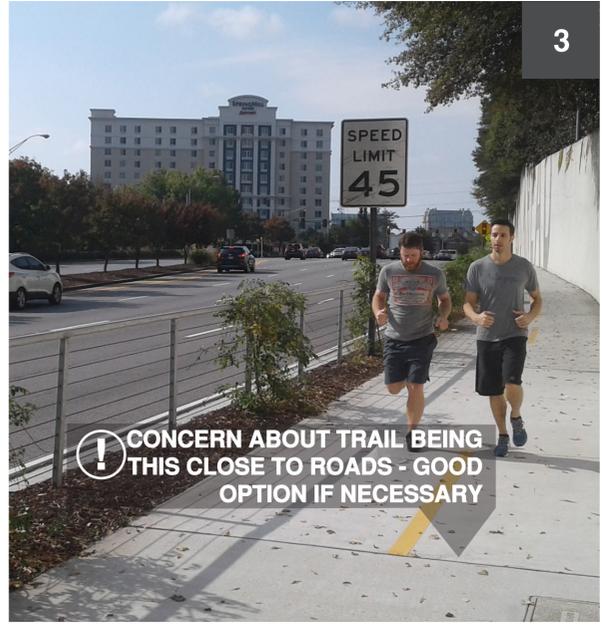
TRAIL ARCHETYPES



TRAIL THROUGH PROPERTY



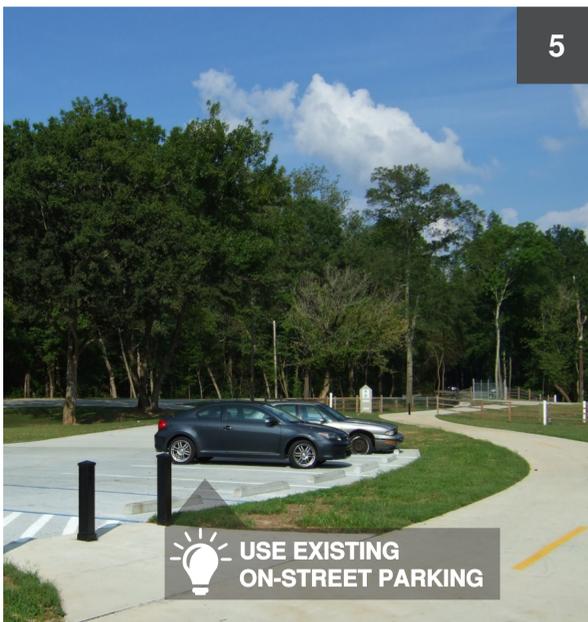
TRAIL ADJACENT TO ROADWAY BUFFERED BY GRASS PLANTING STRIP



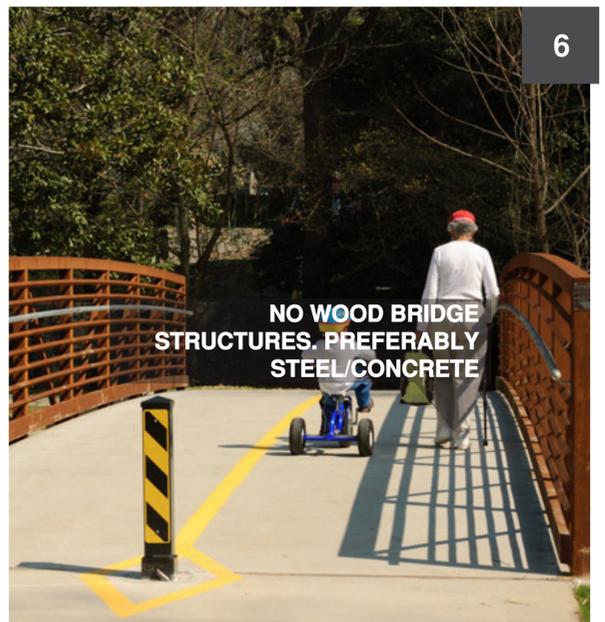
TRAIL ADJACENT TO ROADWAY BUFFERED BY FENCE AND VINES



TRAIL ADJACENT TO ROADWAY BUFFERED BY LARGE PLANTING STRIP



TRAIL ADJACENT TO PARKING



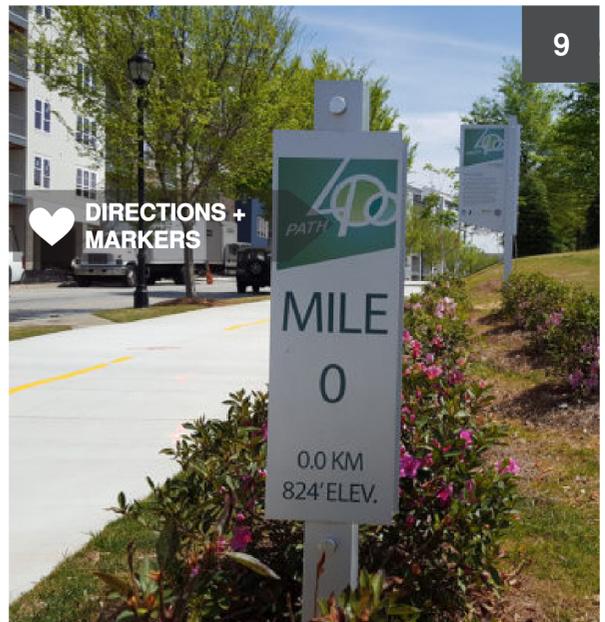
TRAIL BRIDGING OVER STREAMS



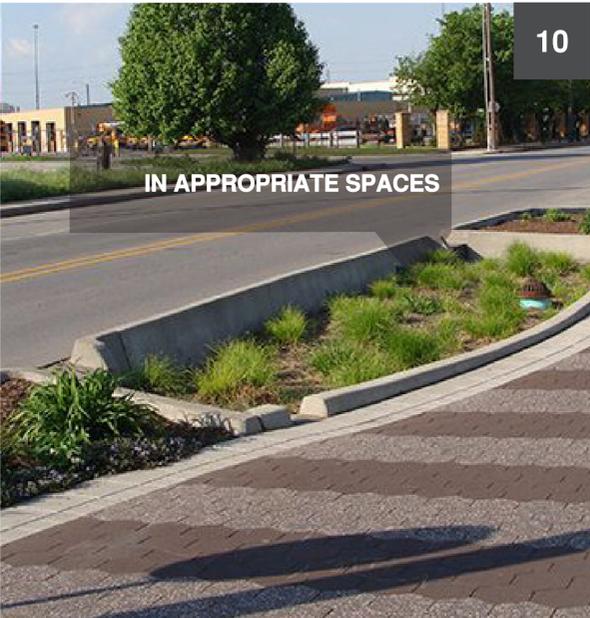
BENCHES
PATH400



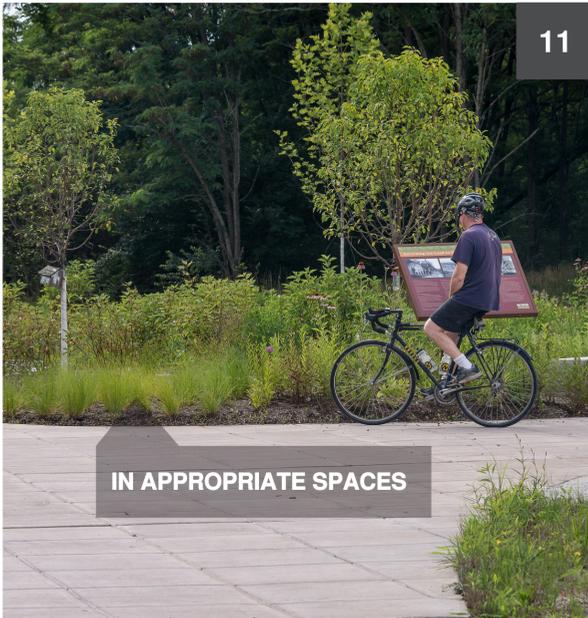
BOLLARDS
WESTSIDE BELTLINE



SIGNAGE
PATH400



BIOSWALE
INDIANAPOLIS CULTURAL TRAIL



RAINGARDEN
GREAT RIVERS GREENWAY

TRAIL SITE FURNISHINGS

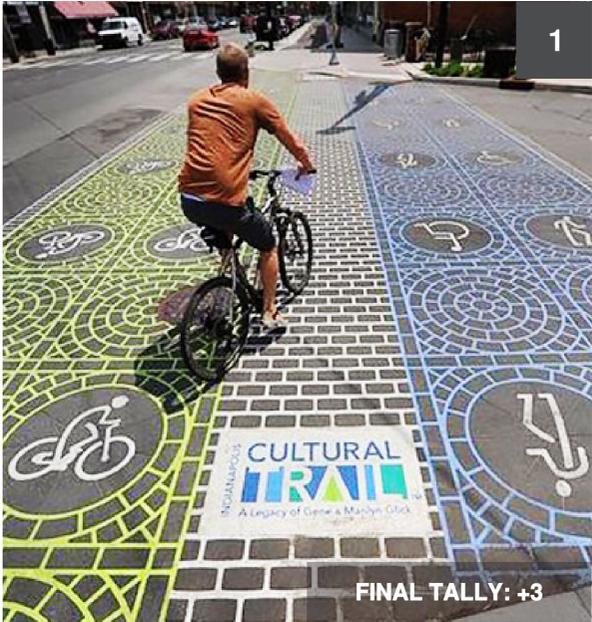
GREEN INFRASTRUCTURE

WHAT WE HEARD - IMAGE PREFERENCE BOARD

PATH LAKEWOOD TRAIL

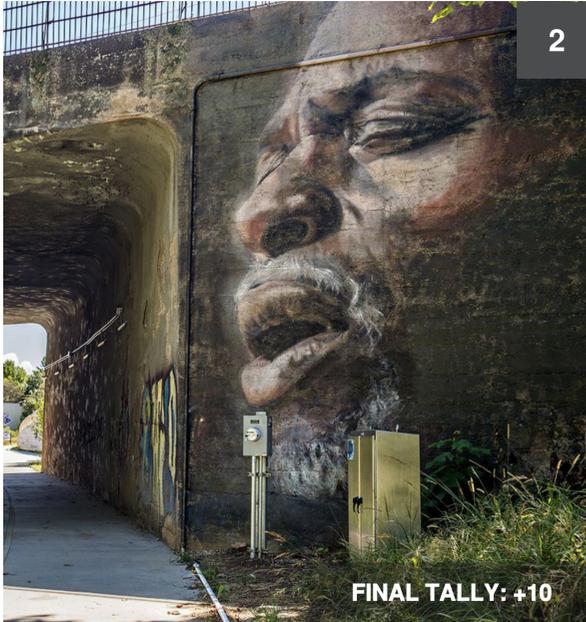


CULTURAL STORYTELLING



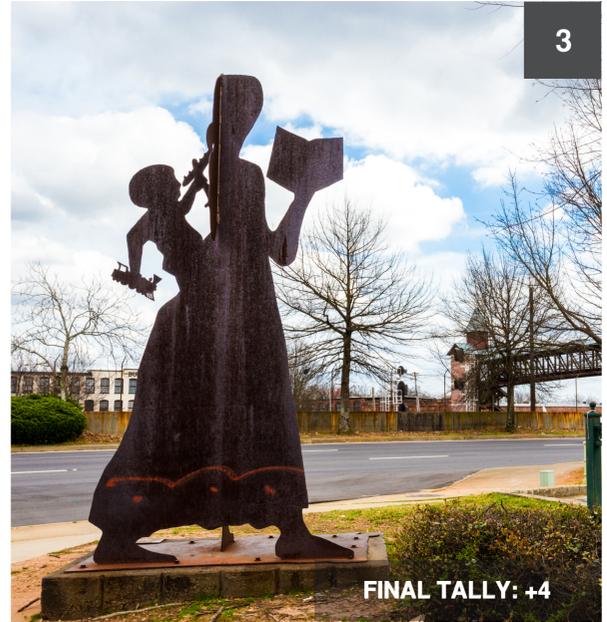
ROAD CROSSING ART
INDIANAPOLIS CULTURAL TRAIL
- INDIANAPOLIS STAR

FINAL TALLY: +3



STREET ART
SUZY SCHULTS - CURBED ATLANTA

FINAL TALLY: +10



LOCAL SCULPTURAL ART
RITTENBERRY & CLEMENTS - AJC

FINAL TALLY: +4

CULTURAL STORYTELLING



HISTORICAL/INTERPRETIVE SIGNAGE
HARRY TRUMAN'S HOUSE

FINAL TALLY: -4



PHOTOGRAPHIC HISTORY
EASTSIDE BELTLINE - ATLANTA TRAILS

FINAL TALLY: +2



IN-GROUND HISTORY TELLING PLAQUE
NC - DOCUMENTING THE AMERICAN SOUTH

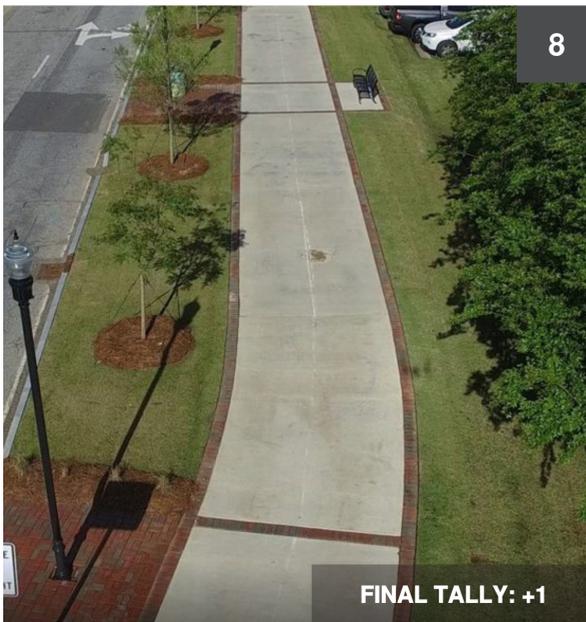
FINAL TALLY: +1

TRAIL TREATMENTS



CONCRETE TRAIL WITH MIDDLE BANDING
WESTSIDE ATLANTA BELTLINE - CURBED ATLANTA

FINAL TALLY: +5



CONCRETE TRAIL WITH BRICK BANDING
COLUMBUS DRAGONFLY TRAIL - PATH FOUNDATION

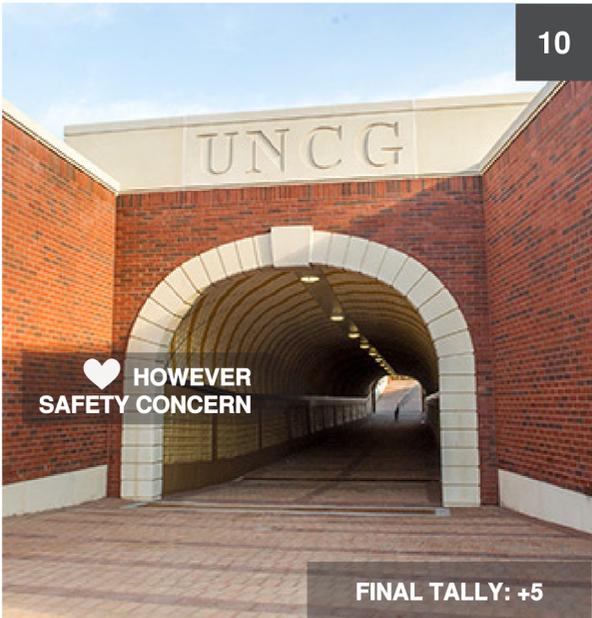
FINAL TALLY: +1



CONCRETE TRAIL WITH YELLOW STRIPING
SOUTH RIVER TRAIL - PATH FOUNDATION

FINAL TALLY: +9

CROSSING AT LAKEWOOD AVENUE



PEDESTRIAN TUNNEL
GREENSBORO - NEW ATLANTIC CONTRACTING

FINAL TALLY: +5



HAWK SIGNAL CROSSING
OCNJ DAILY

FINAL TALLY: +2