



BeltLine

Atlanta BeltLine Corridor Environmental Study

Technical Advisory Committee/Agency Coordination

Kick-Off Meeting

July 17, 2008

Overview

- Project Overview
 - Objectives
 - Milestones
 - Why GEPA and NEPA?
- Environmental Processes
 - NEPA
 - GEPA
- Northeast Quadrant
 - Existing Conditions
 - Feasibility Assessment

Project Milestones

■ GEPA Process for Northeast Quadrant

- Publication of the GEPA EER and beginning of public comment period is anticipated in January 2009;
- 45-Day public comment period for the GEPA EER is anticipated to end March 2009;
- Public Hearing for the GEPA EER is anticipated in March 2009;
- Publication of the GEPA Notice of Decision is anticipated in April 2009;

■ Tier 1 NEPA Process

- Publication of the Tier 1 DEIS and beginning of public comment period is anticipated in Fall 2009;
- Public Hearing for the Tier 1 DEIS is anticipated in Fall 2009;
- Publication of the Tier 1 FEIS is anticipated in Spring 2010;
- Publication of the Record of Decision is anticipated in Spring 2010.

Why GEPA and NEPA?

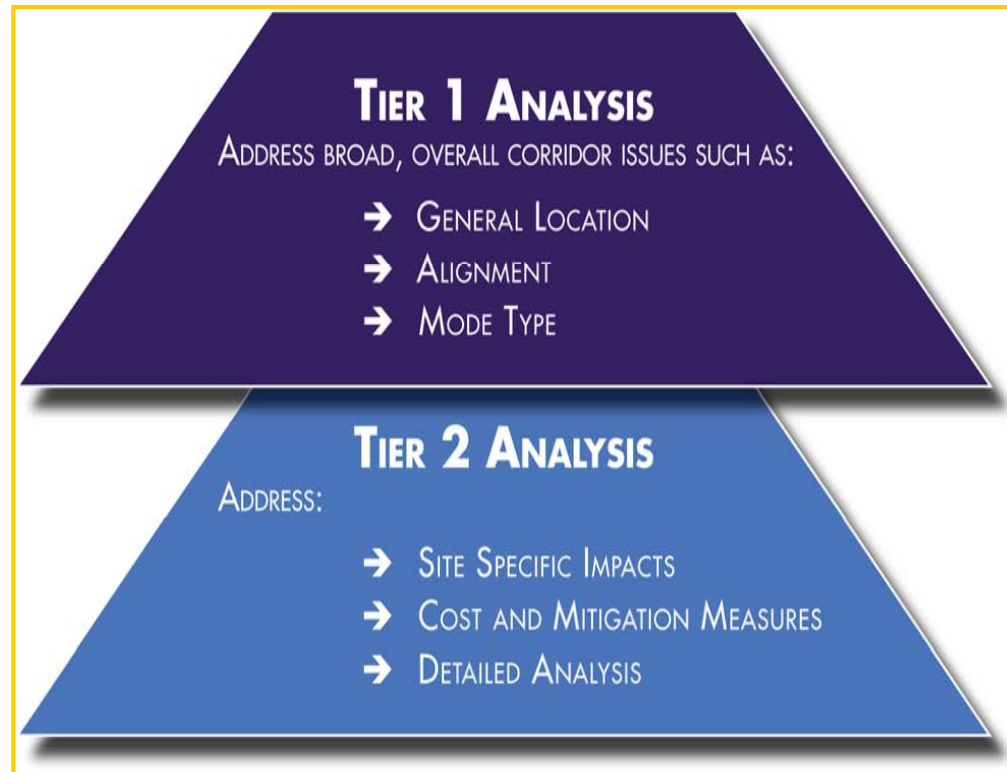
- Need to identify ROW in Northeast Quadrant by December 31, 2008
- Avoid violation of NEPA by segmenting the project
- Allow consideration of cumulative effects of impacts
- Streamline project management and avoid duplicative costs
- Efficiently manage work order quality and costs
- Avoid inefficiencies in schedule, budget and environmental review costs

Environmental Processes

- Goal of Environmental Process: To determine ROW needs, alignment location, and choose rail technology
- Atlanta BeltLine is both a federal and state action in terms of potential funding sources
 - NEPA – federal environmental process
 - GEPA – state environmental process
 - By following both the federal and state processes funding options remain open
- MARTA is project sponsor, in cooperation with Atlanta BeltLine, Inc (ABI)

NEPA Process, 2-Tiered Approach

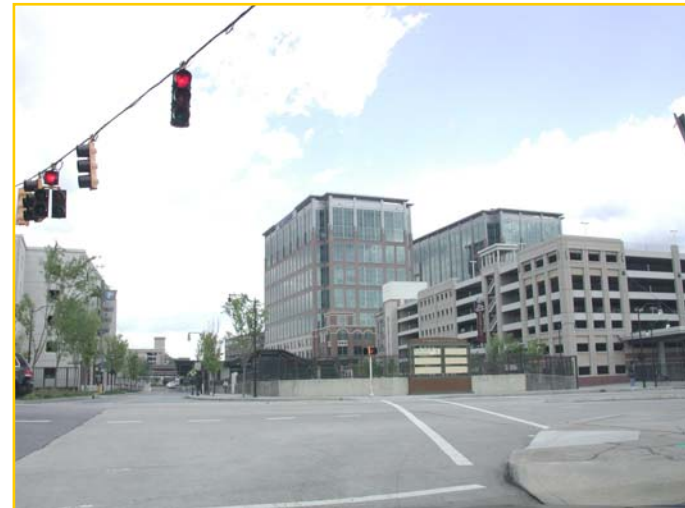
- Federal environmental process for 22-mile corridor, transit and trails



Agency Participation

■ NEPA –

- Lead agency –FTA
- Project sponsor - MARTA
- Cooperating and Participating agency invitations to be sent shortly
 - Please respond promptly





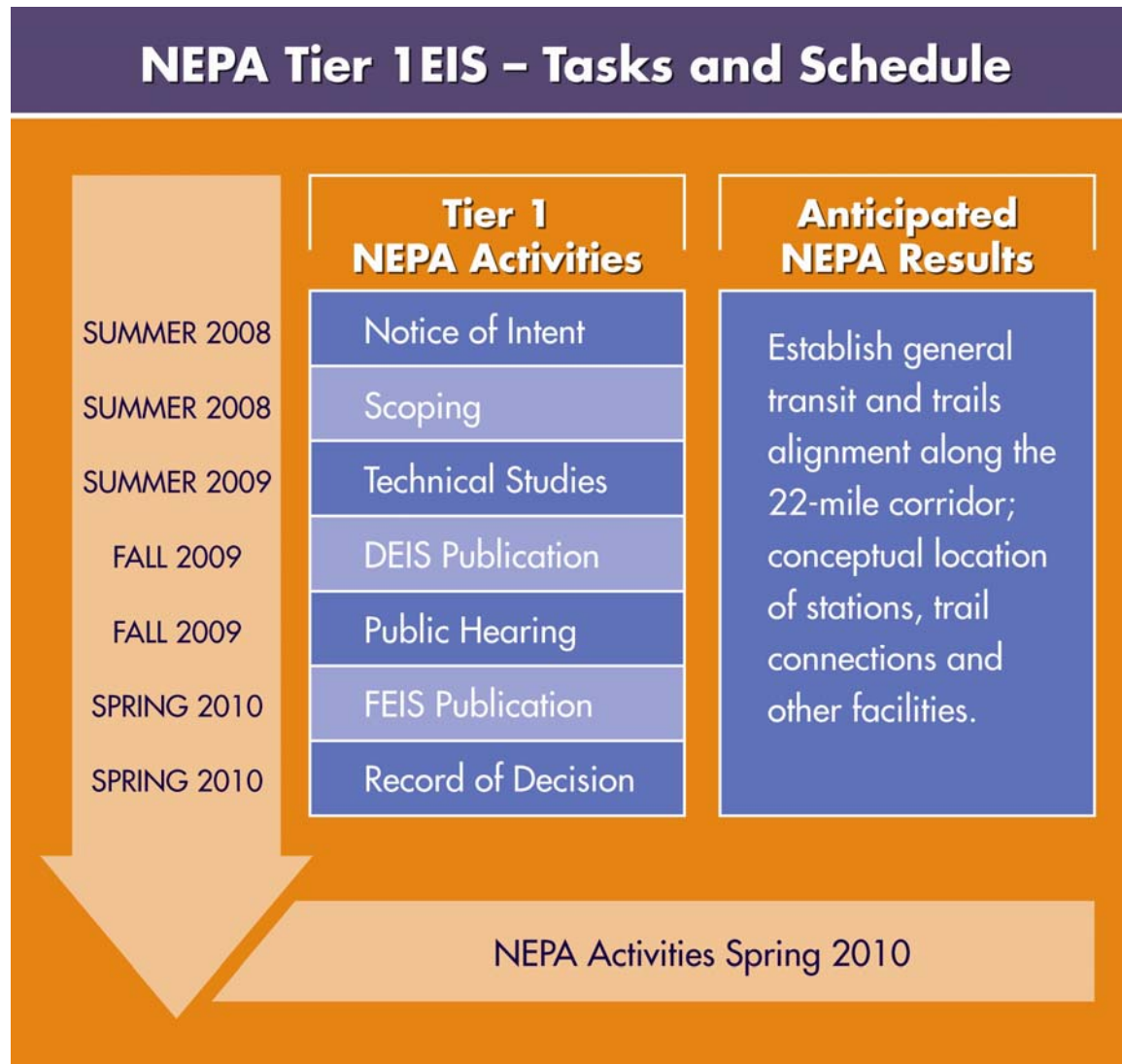
Technical Advisory Committee (TAC)

- Comprised of organizations and agencies having specific expertise or interest
- Responsibilities
 - Input on range of alternatives
 - Input on evaluation methodologies
 - Encourage public participation in NEPA and GEPA processes
- Future TAC meetings will be scheduled around key project milestones

NEPA – Opportunities for Participation

- Scoping Process
- Public Hearing on Tier 1 Draft EIS: Fall 2009
- FEIS publication: Spring 2010
- On-going Public Involvement Plan
 - Technical Advisory Committee (TAC)
 - Stakeholder Advisory Committee
 - Target Audience Briefings
 - Progress Presentations
 - Interface via website, hotline, newsletters, Technical Findings Updates, Public Comment Forms and other media

NEPA Tier 1 EIS – Tasks and Schedule



NEPA - Notice of Intent (NOI)

- Initiates the Tier 1 NEPA EIS Process
- Invites participation of agencies and public
- Identifies Scoping Meeting dates and locations
- Anticipated publication date by FTA in Federal Register: July 22, 2008

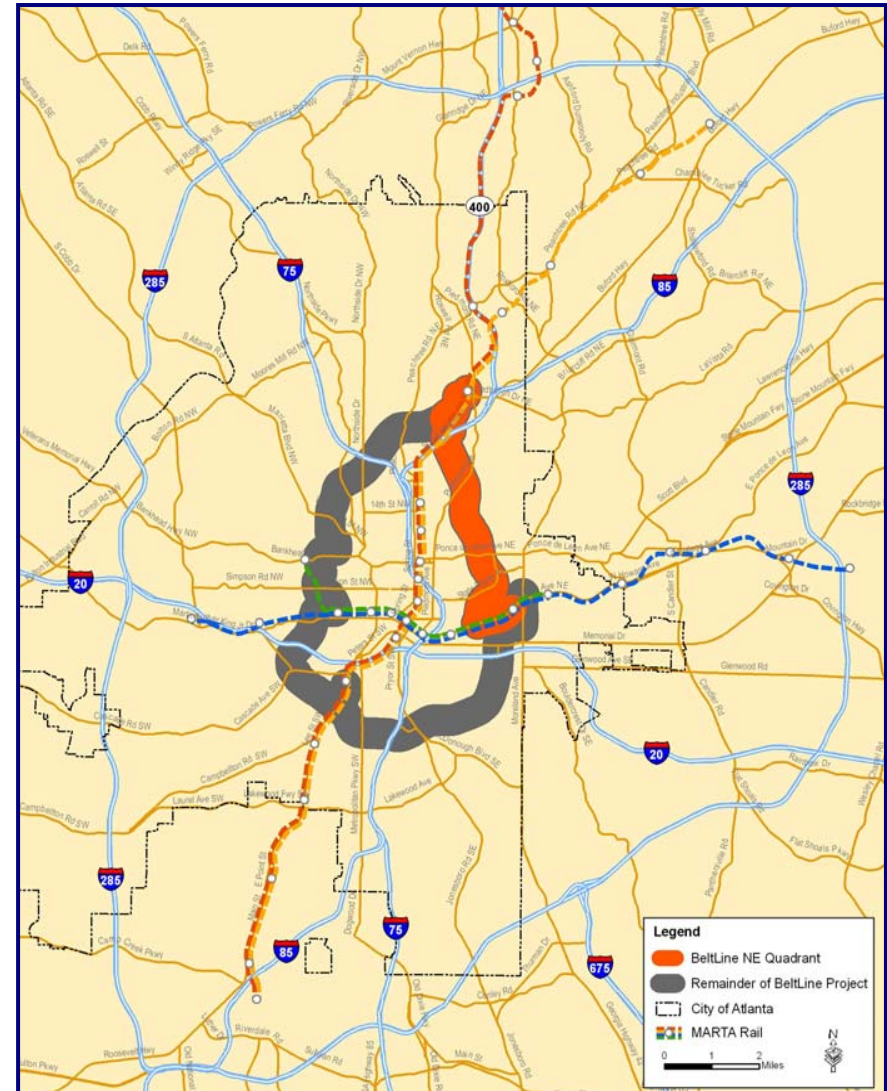


NEPA - Scoping Meetings

- A federally mandated process for identifying issues related to the project
- Opportunity for Cooperating and Participating agency and public comment on:
 - Purpose and need
 - Range of alternatives
- Scoping Booklet intended to:
 - Inform agencies and public about the project
 - Provide Scoping and NEPA process schedules
 - Identify opportunities for agency and public input
- Current schedule
 - Agency Scoping Meetings: August 12 and 22, 2008
 - Public Scoping Meetings: August 19 and 21, 2008
 - End of Scoping Process: September 22, 2008
 - Public and agency involvement continues through NEPA process

GEPA Process in Northeast Quadrant

- GEPA –
 - Lead state agency – EPD
 - Project sponsor - ABI
- Focus on Northeast Quadrant
 - Detailed impact assessment via Environmental Effects Report (EER)



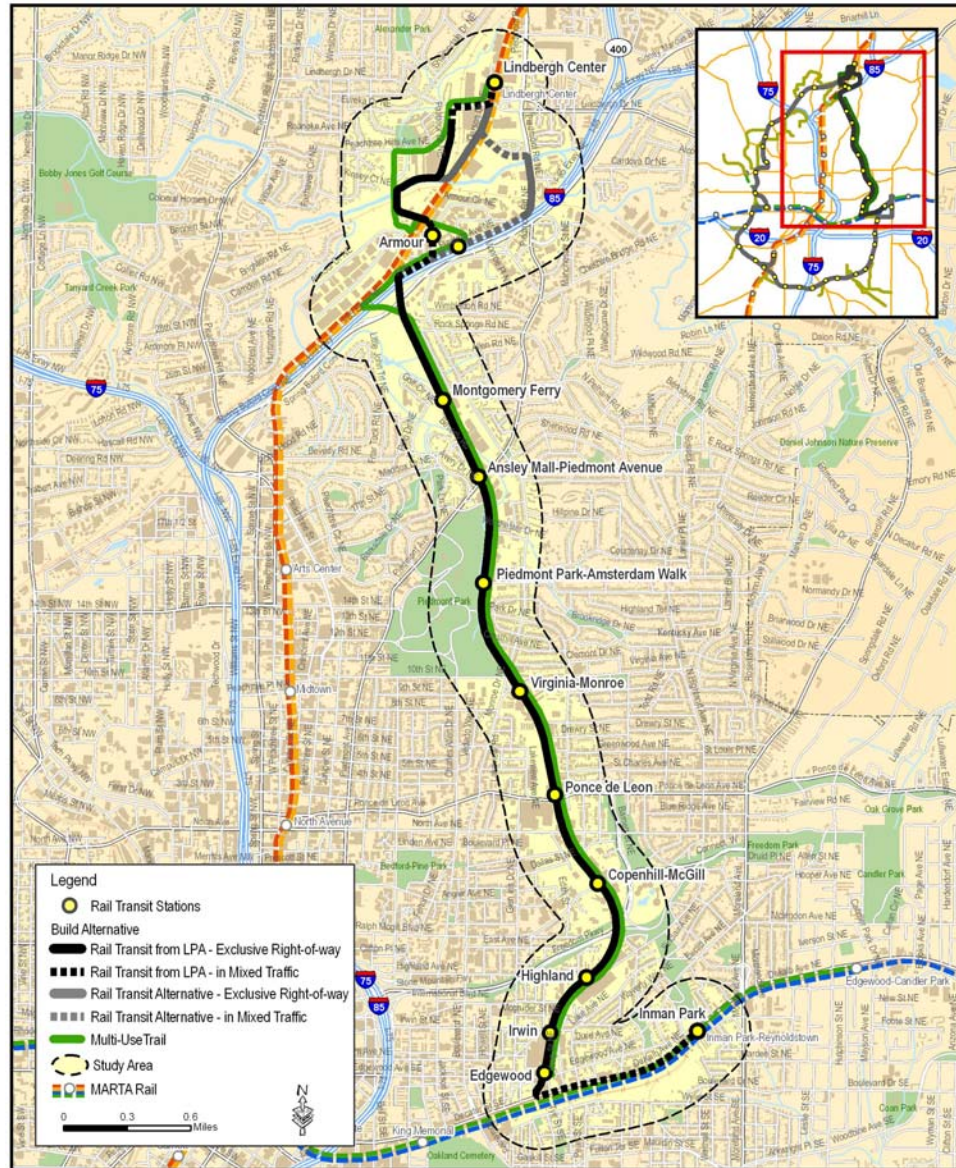
GEPA Process (continued)

■ Schedule

- Publish EER:
January 2009
- Public comment
period: January 2009
– March 2009
- Public hearing:
March 2009
- Notice of Decision:
April 2009

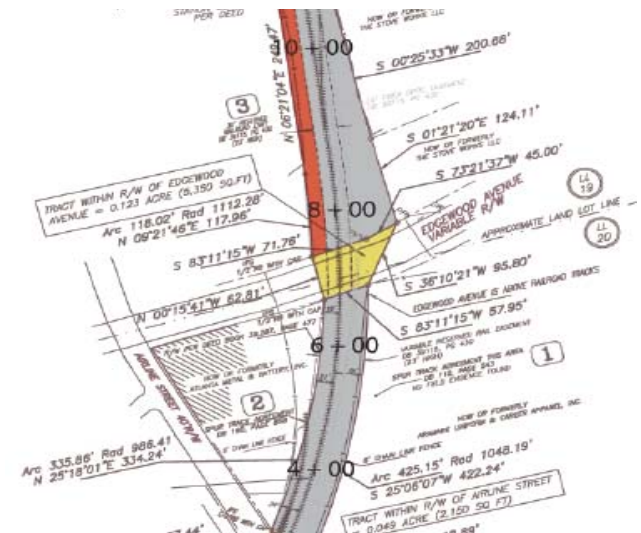


Northeast Quadrant Study Area



Existing Conditions Report

- Preliminary Screening
- Contents
 - Socio-economic Conditions
 - Natural Environmental Conditions
 - Transportation Conditions
 - Bicycle and Pedestrian Trails Conditions
 - Related Plans and Efforts
- Summarizes Information to be Used for:
 - Feasibility Assessment
 - Environmental Impact Analysis
 - Conceptual Design of the Project

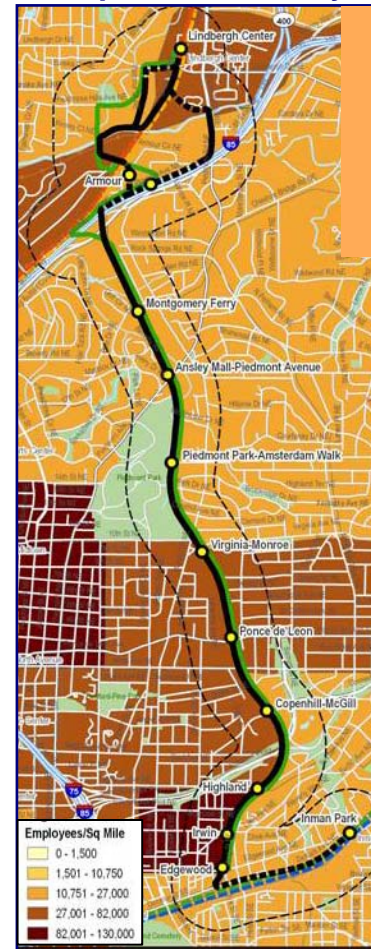


Existing Conditions Report

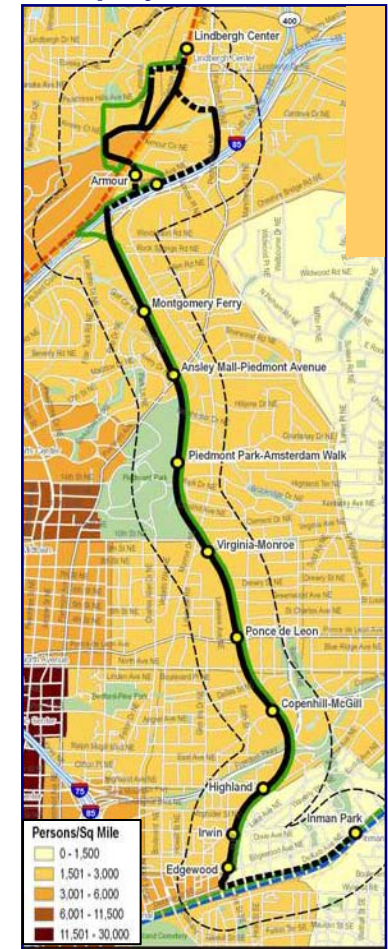
Socio-economic Conditions

- Population in study area is 21,500
- Employment in study area is 21,200
- Environmental Justice Populations
 - 12% are Low Income
 - 33% are Minorities
 - 14% are from Zero car Households

Population Density



Employment



Existing Conditions Report

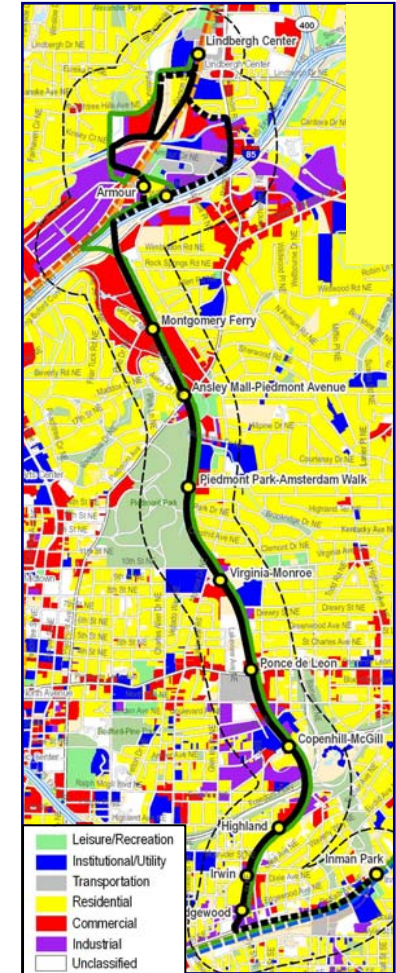
Socio-economic Conditions

- 19 Neighborhoods
- 10 Parks
- 11 Community Facilities
 - 4 Churches
 - 1 Government Building
 - 3 Fire Stations
 - 2 Police Stations
 - 1 School
- 8 Archaeological Sites, 7 Historic Resources/Districts, and 5 Historic Buildings
- 8 Proposed Developments

Neighborhoods



Land Use



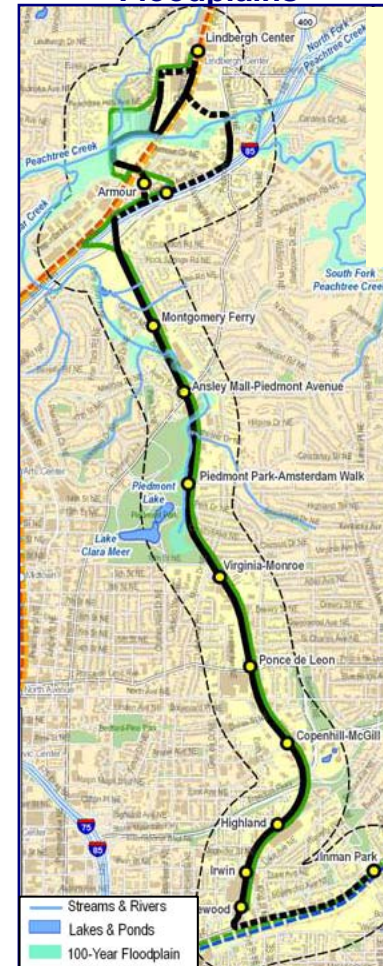
Existing Conditions Report

Natural Environmental

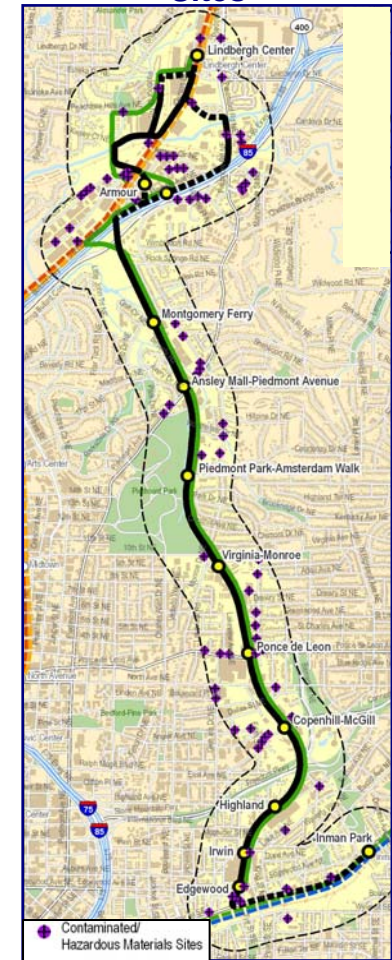
Conditions

- 3 Wetland Areas
 - Piedmont Park Area
 - Montgomery Ferry Rd Area
 - South of Peachtree Creek
- 5 Floodplain Areas
 - Peachtree Creek
 - Clear Creek
 - Piedmont Park Area
 - Ansley Mall Area
 - Montgomery Ferry
- Ten Water Bodies
- 79 Hazardous Material Sites

Water Bodies and Floodplains



Hazardous Material Sites



Existing Conditions Report

Transportation Conditions

■ Roadway System

- Functional Class
- 2010 and 2030 Traffic Volumes
- 2010 and 2030 Volume to Capacity Ratios

■ Transit System

- Two MARTA Rail Stations
- 21 MARTA Bus Routes
- 1 GRTA Express Bus Route
- Ridership by Route
- Service Miles and Hours by Route



Existing Conditions Report

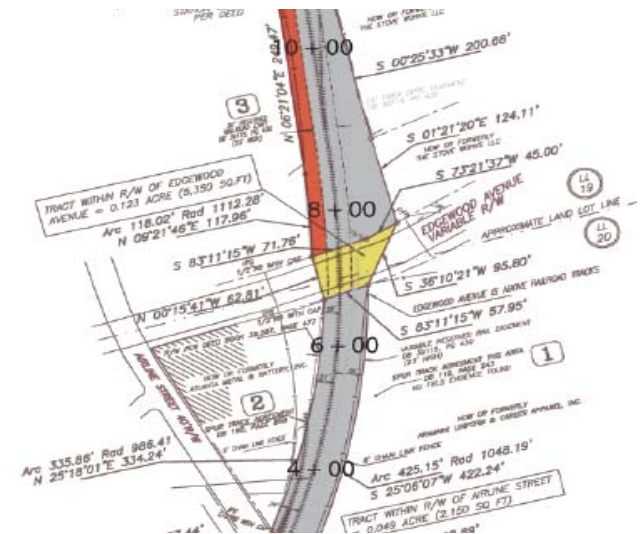
Pedestrian and Bicycle Conditions

- **On-Street Bicycle Facilities**
 - Located Along Many Collector Streets
 - Serve 7 of 12 Station Sites
- **Multi Use Trails**
 - Existing Trail Along Freedom Parkway
 - Proposed BeltLine Multi-Use Trail
 - Proposed Feeder Trails



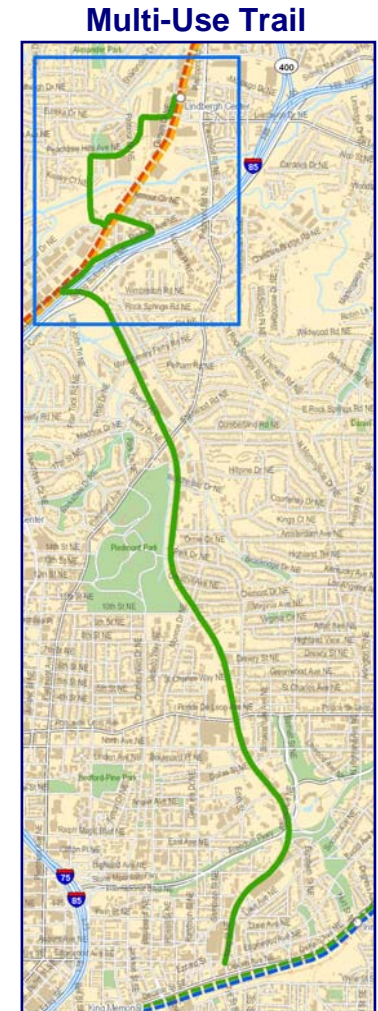
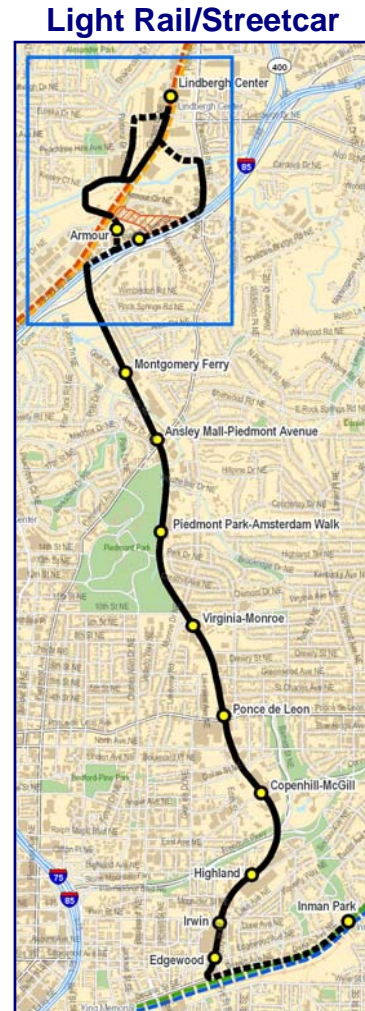
Feasibility Assessment

- Fatal Flaw Analysis
- Refine Alignment Options
- Identify Physical and Environmental Constraints
- Initiate Conceptual Design Process
- Focus on Minimum Standards



Feasibility Assessment Refined Alignments

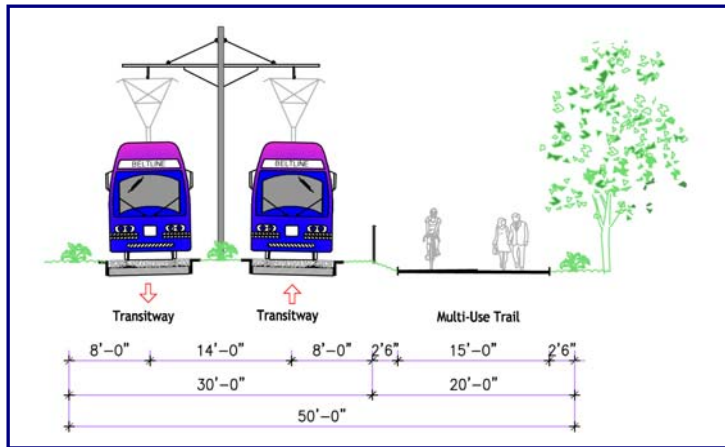
- Maximize the Efficient Use of Available ROW
- Minimize Potential for Environmental Impacts
- Use Existing Transportation Facilities Where Possible
- Facilitate Intermodal Connections



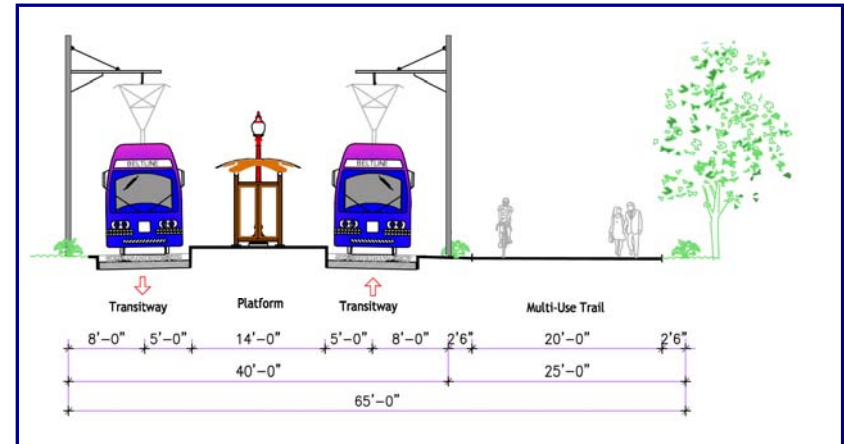
Feasibility Assessment

Minimum Typical Cross-sections: Exclusive Right-of-Way

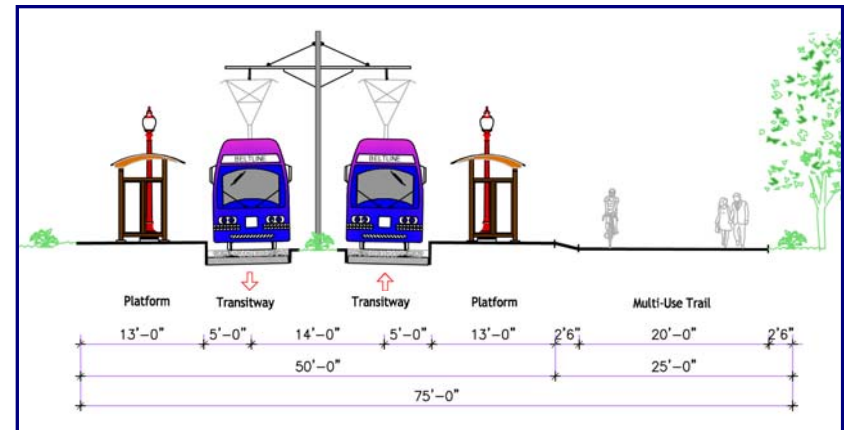
Rail Transit and Multi-Use Trail Between Stations- 50' Minimum



At Station with Center Platform- 65' Minimum



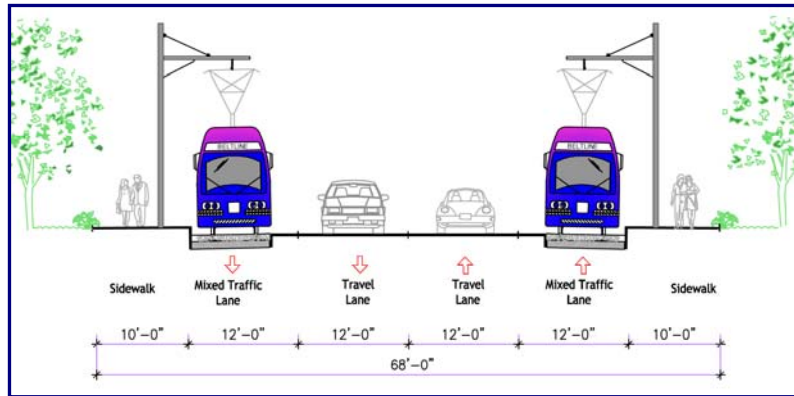
At Station with Side Platforms- 75' Minimum



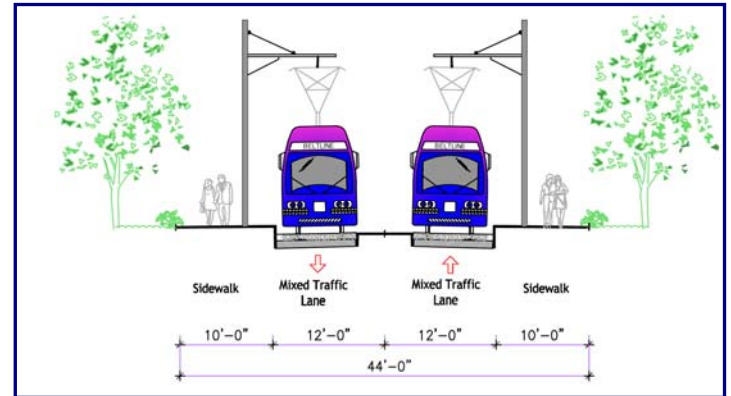
Feasibility Assessment

Minimum Typical Cross-sections: Transit in Mixed Traffic and Trail along Existing Street

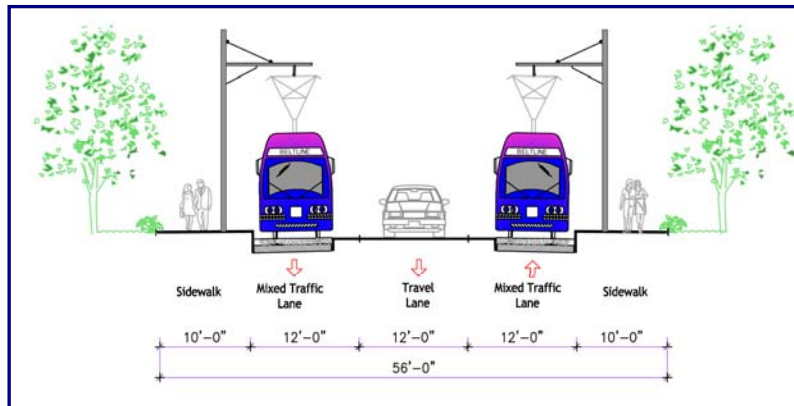
Rail Transit in Four Lane Street- 68' Minimum



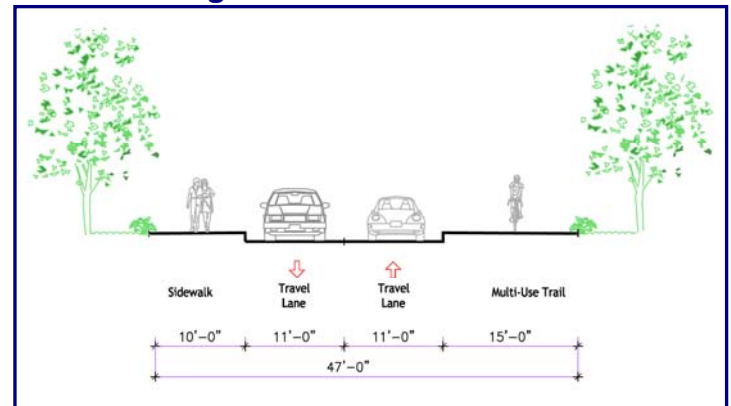
Rail Transit in Two Lane Street- 44' Minimum



Rail Transit in Three Lane Street- 56' Minimum



Trail Along Two Lane Street- 47' Minimum



Feasibility Assessment

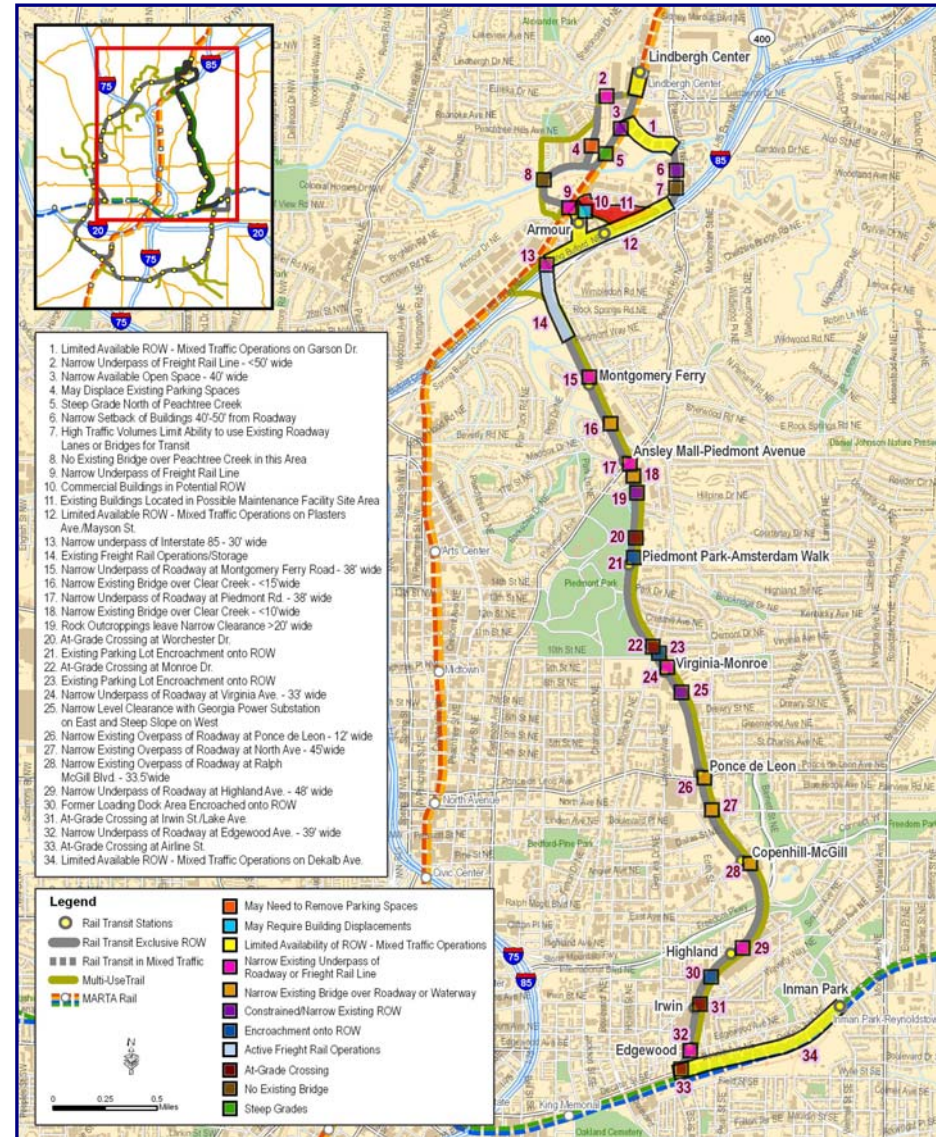
Right-of-Way Availability

- Unused Railroad ROW Exceeds 75' North of Freedom Pkwy
- South of Freedom Pkwy ROW is Only 65'to 75'- may require Center Platform Stations
- Mixed Traffic on DeKalb Avenue, Armour Dr, Mayson St, Peachtree Hills Ave, Garson Dr., and Lindbergh Dr.



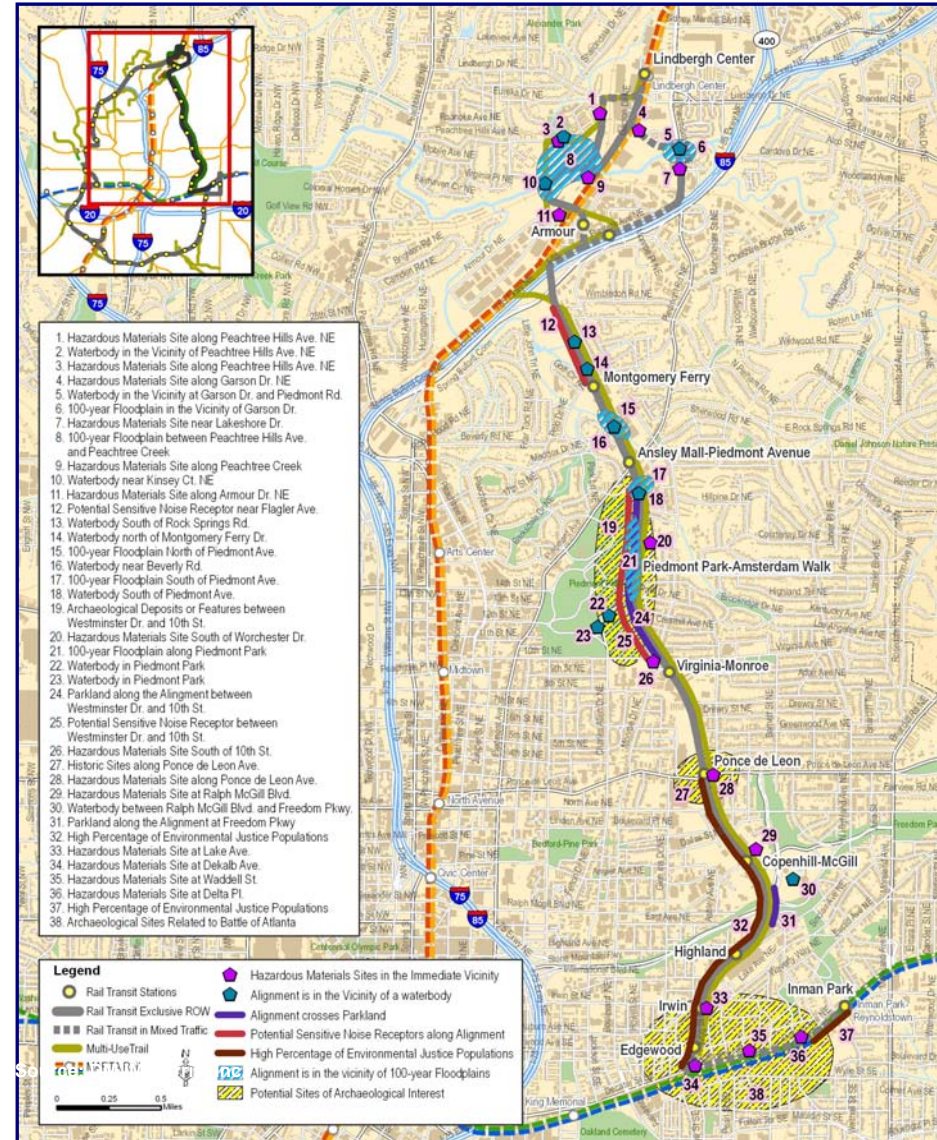
Feasibility Assessment Physical Constraints

- Narrow Bridges and Underpasses
- Narrow ROW
- Potential Property Acquisitions North of I-85
- Creek and Stream Crossings



Feasibility Assessment Environmental Concerns

- Water Resources and Floodplains
- Hazardous Material Sites
- Cultural Resources
- Environmental Justice



Feasibility Assessment

Conclusions

- None of the constraints rise to the level of fatal flaw
- Mixed Traffic operations likely required for some segments north of I-85 and along DeKalb Ave.
- New maintenance and storage facility will be necessary and may require property acquisitions and business displacements

Next Steps - Process

■ NEPA

- Publish NOI and Scoping Booklet
- Invite Cooperating and Participating agencies
- Hold Scoping meetings
- Continue data collection and analysis

■ GEPA

- Develop EER



Next Steps – TAC and Agencies

■ Agencies

- Please respond to Cooperating and Participating agency invitations for NEPA

■ Agencies and TAC

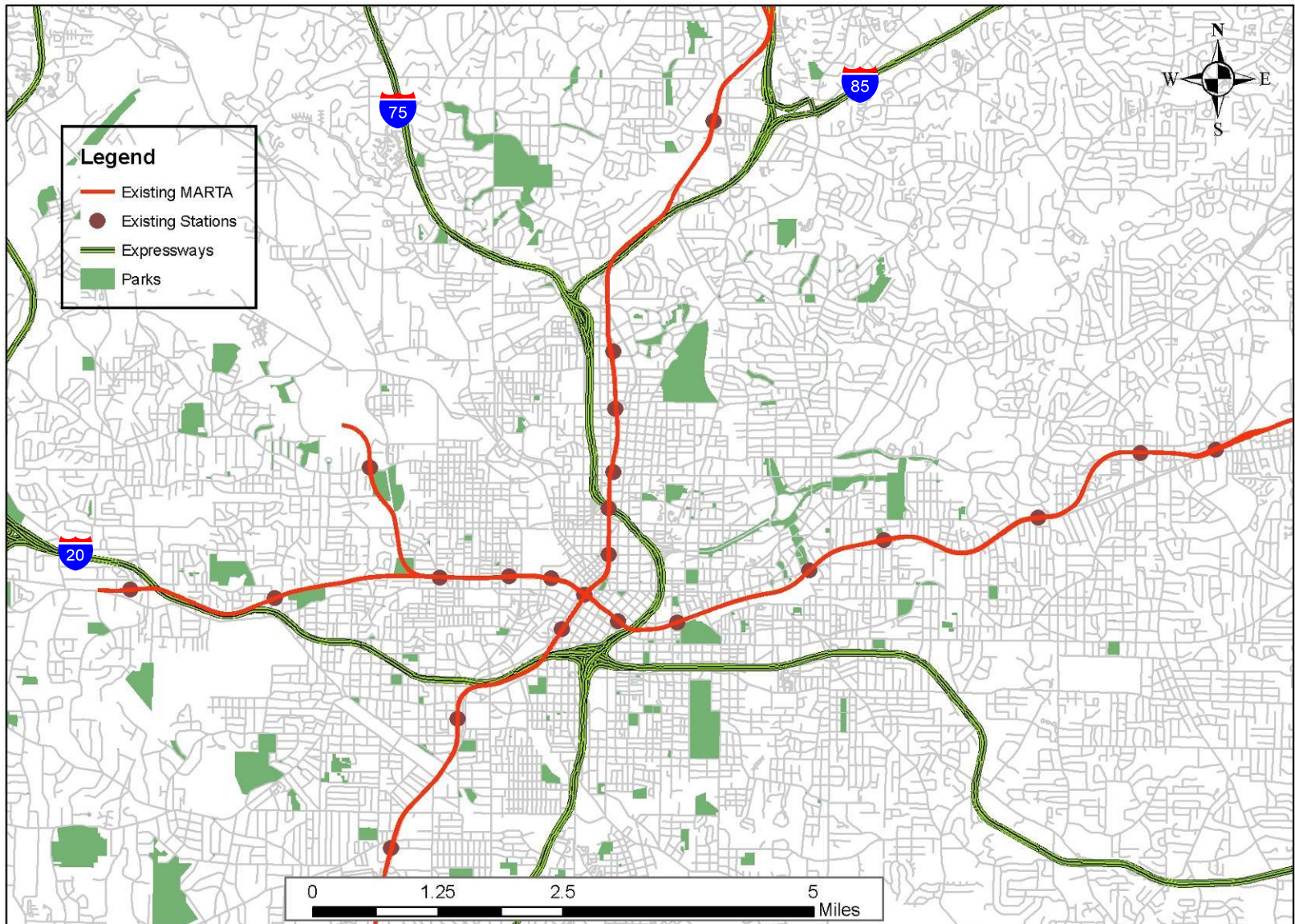
- Please provide input/comment to Purpose and Need, and Range of Alternatives

■ TAC

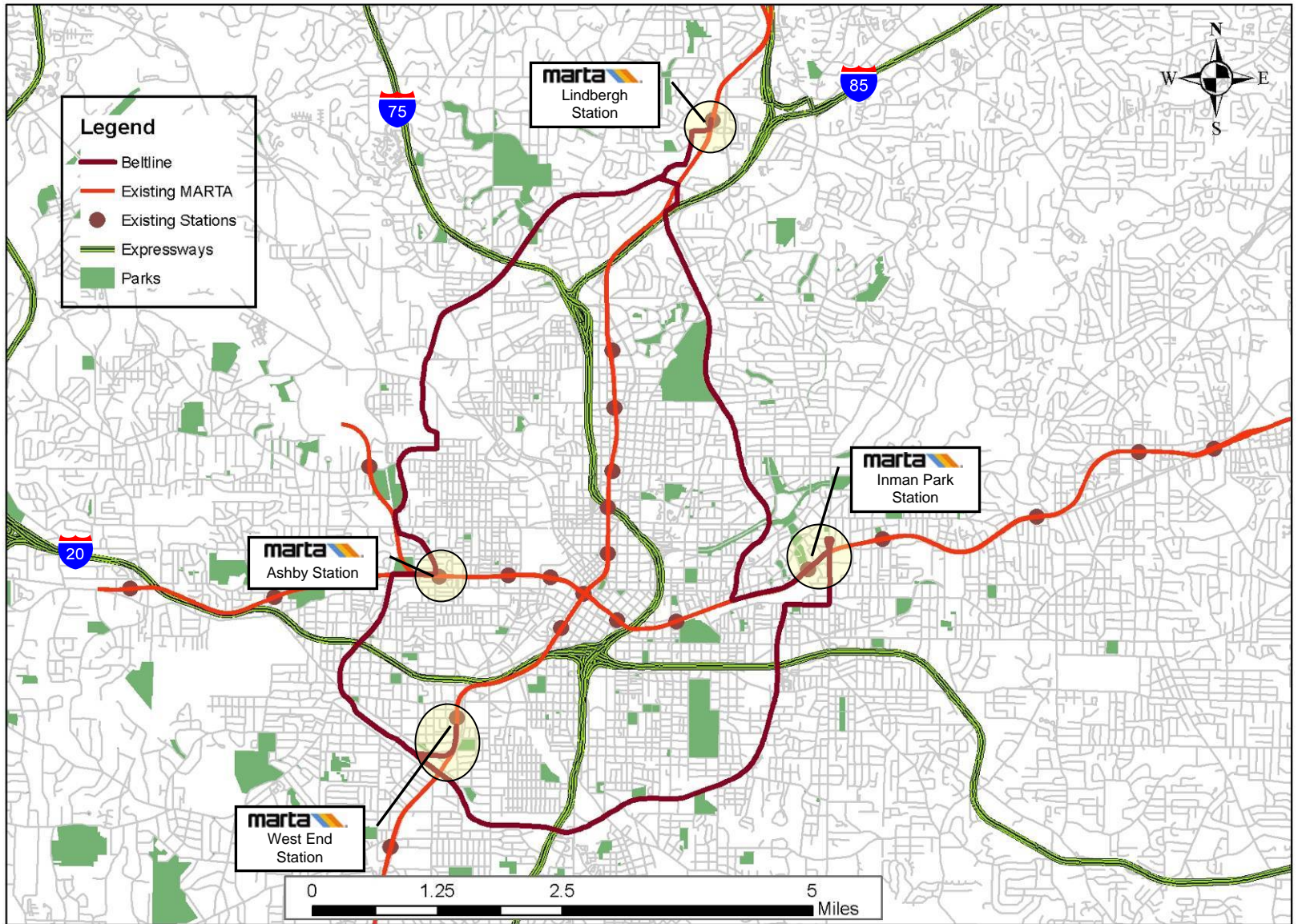
- Encourage public participation in NEPA Scoping meetings



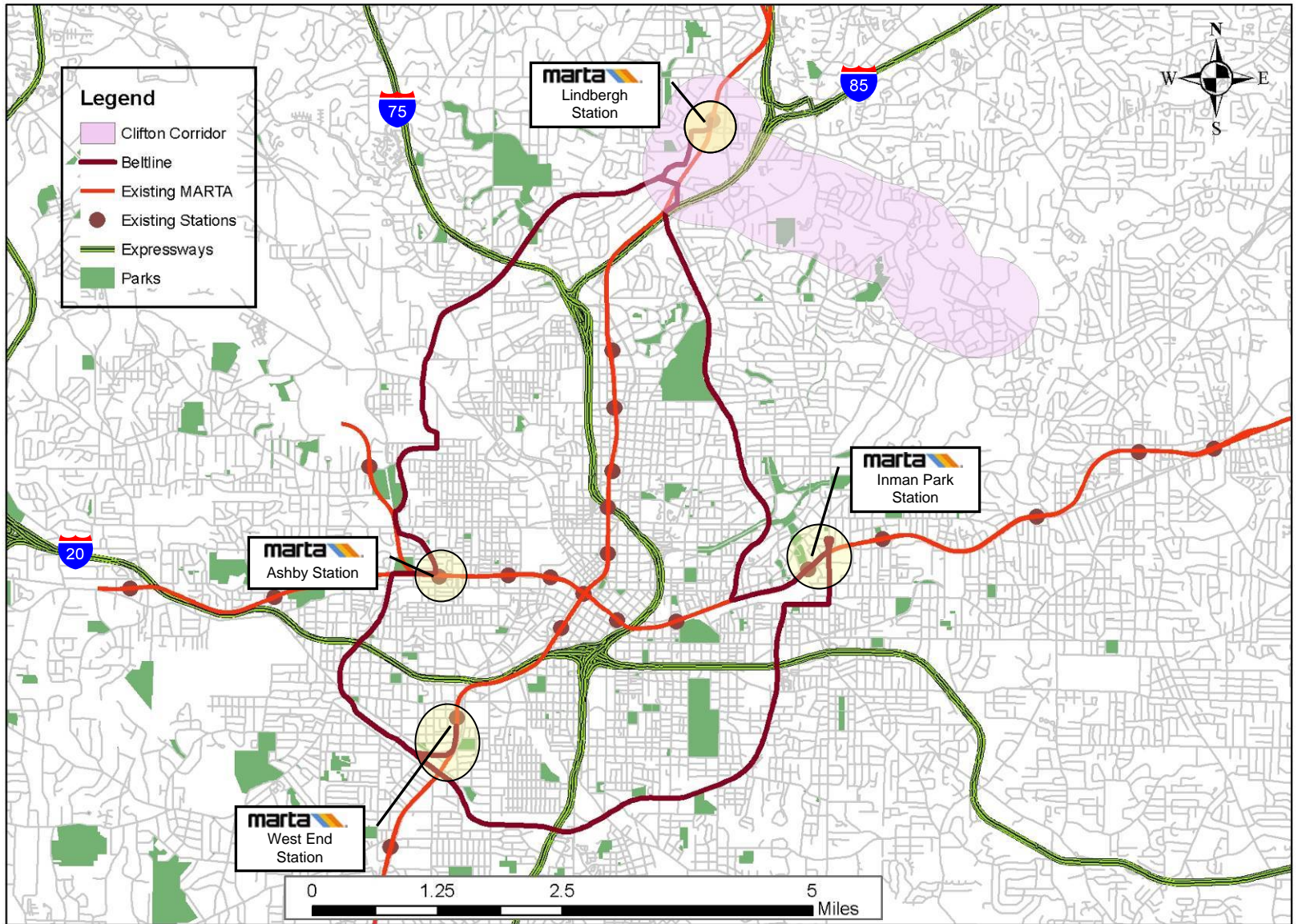
Existing MARTA System




MARTA + Beltline

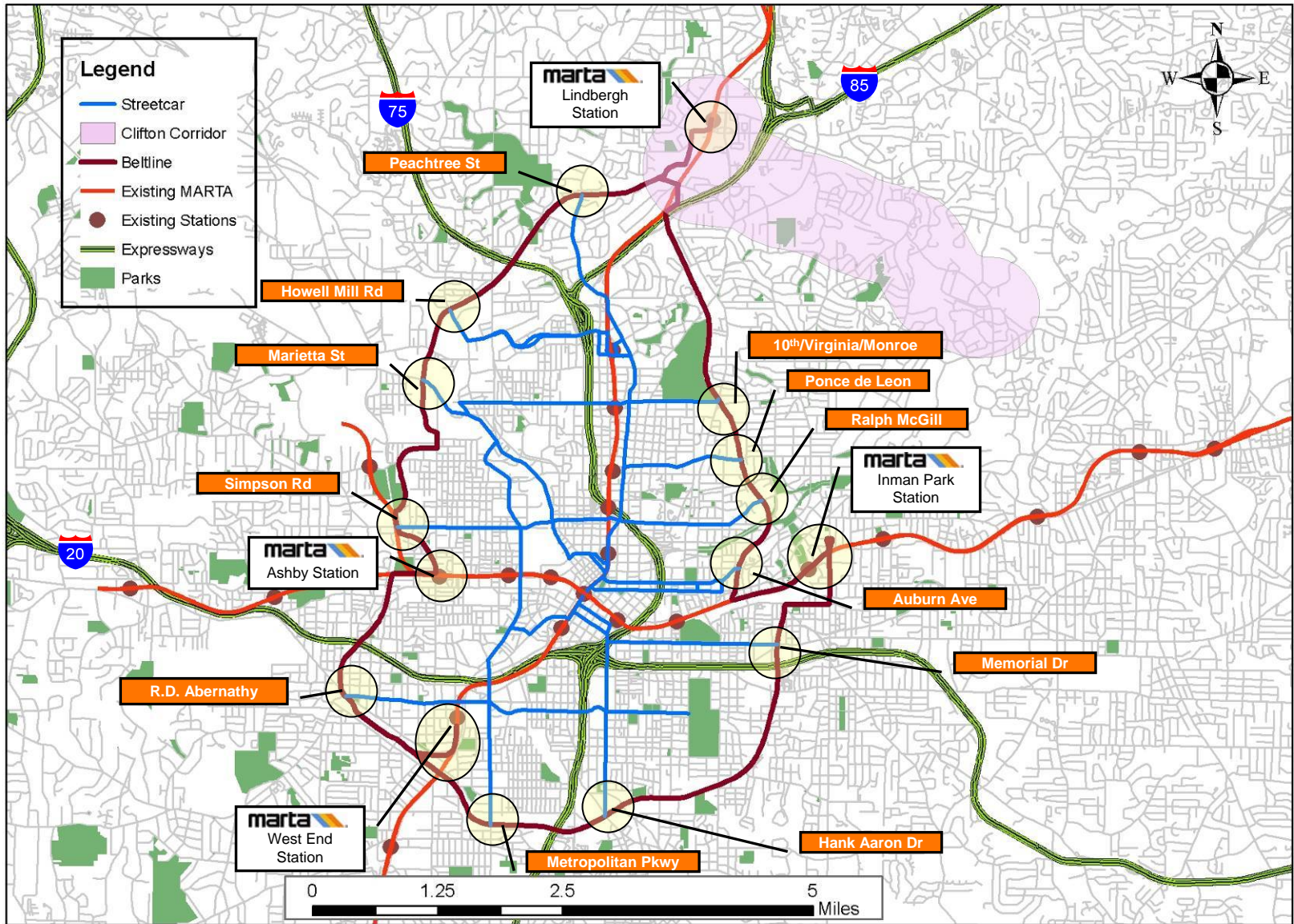


MARTA + Beltline + Clifton Corridor



 Potential Transfer Points

MARTA + Beltline + Clifton Corridor + Streetcar



MARTA + Beltline + Clifton Corridor + Streetcar + I-20 East

