

ATLANTA BELTLINE/
ATLANTA STREETCAR
SYSTEM PLAN

Technical Memorandum 4

Environmental Justice Analysis

February 2014



ATLANTA STREETCAR



INVESTATLANTA
Atlanta's Development Authority



Atlanta BeltLine/Atlanta Streetcar System Plan Technical Memorandums

Technical Memorandum 1: Planning Process and Phasing Methodology and Results

Technical Memorandum 2a: Market Impact of the Connect Atlanta Plan Transit Projects on the Atlanta BeltLine and Central City

Technical Memorandum 2b: Projection of Tax Increment in the Atlanta BeltLine, Eastside, Westside, and Stadium Neighborhoods Tax Allocation Districts

Technical Memorandum 3: Ridership Modeling Analysis and Results

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Technical Memorandum 5: Operations and Maintenance Analysis

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1 Introduction

The Atlanta BeltLine/Atlanta Streetcar System Plan (SSP¹) was initiated in February 2011 to develop coordinated approach and action plan for implementing the City of Atlanta's vision for a streetcar network to provide mobility, increase transportation options and support economic development activities as defined by the *Connect Atlanta Plan*, the City's comprehensive transportation plan.

The SSP seeks to accomplish the following objectives:

- 1) Refine and update the streetcar transit element of the City's comprehensive transportation plan;
- 2) Evaluate and integrate the implementation of the streetcar projects defined in the *Connect Atlanta Plan*, the *Concept 3 Regional Transit Plan*, and the *Atlanta BeltLine Corridor Environmental Study Tier 1 Final Environmental Impact Statement (Tier 1 FEIS)*; and
- 3) Develop funding and implementation strategies for priority streetcar projects in the City.

The culmination of this effort is the *Atlanta BeltLine/Atlanta Streetcar System Plan Final Report*, which prioritizes streetcar projects into four implementation phases and details the City's strategy for implementing the streetcar system to achieve the goals of increased transportation options, economic development and mobility throughout the City over the next 20 years.

This technical memorandum examines potential streetcar segments through the lens of the SSP guiding principles, specifically equity. The equity guiding principle and documents the environmental justice (EJ) analysis task that was conducted as part of the SSP's Detailed Analysis phase.

The central goal of the EJ analysis is to ensure that future streetcar projects are implemented in a manner that distributes the benefits of fixed-route transit investments, which include improved mobility and economic development, throughout the City, especially to communities that have seen disinvestment or stagnant growth over the past 30 years. Special consideration is given to EJ communities, which are typically defined as having large incidences of low-income and/or minority populations.

To achieve this goal, the following objectives are accomplished in this report. First, EJ communities which may be impacted by the proposed streetcar segments are identified using census data and EJ indicators provided by the Atlanta Regional Commission (ARC). Second, outputs gained from the ridership modeling task (see *Technical Memorandum 4: Ridership Modeling*) are used to determine potential impacts to EJ communities, both positive and negative, that the proposed streetcar projects might have on travel time and access to employment.

Section 2 of this Technical Memorandum provides the background for conducting an EJ analysis as well as the approach and methodology used to evaluate the SSP segments. Section 3 provides EJ profiles for

¹ The name of the project was changed during the planning process when the study was expanded from the Atlanta BeltLine corridor to the entire city streetcar network. The original name of the project was Atlanta BeltLine Transit Implementation Strategy (TIS)



each segment, Section 4 documents EJ-related travel demand model outputs, and Section 5 provides a summary of the EJ analysis.

2 Background and Approach

2.1 Federal Environmental Justice Policy

Executive Order 12898 “Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations” (February 11, 1994) requires each federal agency to address EJ concerns within the context of the agency’s operations. It requires that each agency develop a strategy to identify and address disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority and low-income populations.

The three fundamental principles for Environmental Justice include avoiding, minimizing, or mitigating disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations. To ensure the full and fair participation by all potentially affected communities in the transportation decision making process and to prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

2.2 Atlanta BeltLine Environmental Justice Policy

Atlanta BeltLine, Inc. (ABI) is committed to the fair treatment of people of all races, cultures and incomes; and that they shall all be fully considered during the planning, decision-making, development and implementation of programs, policies, activities and planning projects implemented by ABI. The intent of this policy is to ensure that the public, including minority and low-income populations are informed of opportunities to participate in the development and implementation of all ABI programs, policies, activities and projects and that they are not discriminated against, treated unfairly, or caused to experience disproportionately high and adverse human health or environmental effects. ABI is committed to incorporating environmental justice in its processes, decisions and programs by making reasonable efforts toward:

- Integrate Environmental Justice into all Atlanta BeltLine programs
- Distributing public information to encourage participation in the public process
- Generate public documents and notices relating to environmental issues that may have an impact on human health that are concise, understandable, and readily accessible to the public
- Work in conjunction with federal, state, regional and local agencies to ensure consideration of disproportionate impacts on relevant populations
- Provide appropriate training to staff on environmental justice issues so that recognition and consideration of such issues are incorporated into daily program activities
- Work to complete projects that are in compliance with adopted Atlanta BeltLine policies which include Community Benefits, Equitable Development and the Atlanta BeltLine First Source Jobs Policy
- Respond to issues and concerns raised by the community promptly, effectively and efficiently within organizational parameters

2.3 SSP Environmental Justice Approach

The SSP EJ analysis was conducted in order to satisfy the goals of ABI’s EJ policy and to identify any communities that may be adversely impacted by the implementation of potential streetcar projects. The SSP EJ analysis also seeks to ensure that transit infrastructure investments are distributed equitably throughout the City, especially to communities that have seen disinvestment or stagnant growth over the past 30 years. The following sections identify the segments that were evaluated and the methodology used to analyze impacts to EJ populations.

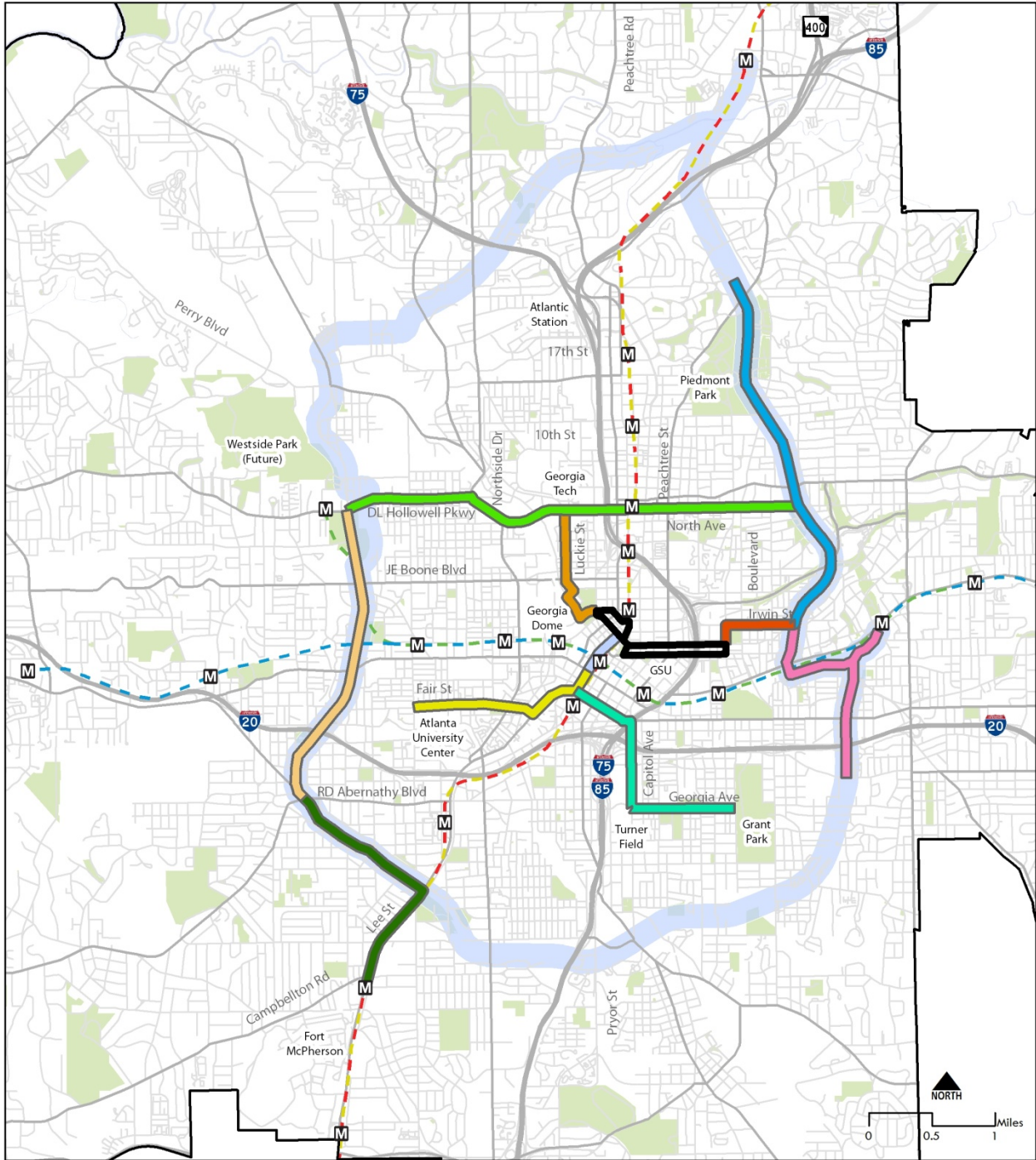
2.3.1 Segments for Analysis

As part of the analysis for prioritizing projects implementation, this EJ analysis is being conducted for the nine segments presented in Table 1. These segments are illustrated in Figure 1.

Table 1: Streetcar Segments for Detailed Analysis

Segments	Termini
Atlanta Streetcar East Extension - Irwin	BeltLine/Irwin - Auburn/Jackson
Atlanta Streetcar West Extension - Luckie	Andrew Young Blvd/C.O.P. Dr - Luckie/North
Crosstown / Midtown	North/BeltLine - Hollowell/BeltLine
Eastside – Piedmont Park	10th/Monroe - BeltLine/Irwin
Westside Streetcar	Hollowell/BeltLine - BeltLine/RDA Blvd
Southeast Atlanta BeltLine to Glenwood Park	Bill Kennedy Way/Glenwood Ave - BeltLine/Irwin
Southwest Atlanta BeltLine	BeltLine/RDA Blvd - Oakland City MARTA
AUC East	Spring/Auburn - Fair/Lowery
Downtown / Grant Park	Peachtree/Auburn - Georgia Ave/Cherokee Ave
10 th Street	North/BeltLine – 10 th St/BeltLine

Figure 1: Detailed Analysis Segments



Legend

- | | | |
|---------------------------|--------------------------|---|
| MARTA Rail Line | ATL SC Ext East - Irwin | West Atlanta BeltLine |
| Blue/Green Line | ATL SC Ext West - Luckie | AUC East |
| Red/Gold Line | Crosstown / Midtown | Downtown - Grant Park |
| MARTA Rail Station | East Atlanta BeltLine | Southeast Atlanta BeltLine to Glenwood Park |
| Downtown Streetcar | Georgia MMPT Connector | Southwest Atlanta BeltLine |
| Atlanta Beltline Corridor | | |



2.3.2 Methodology

The first step in the EJ analysis process was to define the geographic boundaries of the impact area and the comparison area for each segment. For the purpose of this analysis, the potentially affected area for each segment was defined as those census tracts that are adjacent to any proposed segment’s alignment. The comparison area is defined as the 10-county Atlanta region included in the ARC Equitable Target Area (ETA) analysis.

The next step was to identify the presence of minority and/or low-income populations, or “EJ populations”, within the impact area. The EJ populations adjacent to the SSP segments were identified through the following steps:

- Step 1: Identify communities at the census tract level that are adjacent to the proposed project alignments.
- Step 2: obtain demographic data for these adjacent communities (at the census tract level).
- Step 3: use analysis tools: graphs, charts and Geographic Information System (GIS) software to display the location of the census tracts that are considered EJ communities.

Federal EJ and Title XI guidance suggests that a minority population may be present if the EJ population percentage of the affected area is "meaningfully greater" than the EJ population percentage in the comparison area. For this analysis, a “meaningfully greater” EJ population is defined as being greater than the regional average for each respective EJ indicator as defined in Table 2, below.

Table 2: Average Regional EJ Indicators

EJ Population	Regional Average
ETA Index	9
Minority	51.9%
Low Income (below poverty threshold)	11.8%

In early 2011, the ARC developed the ETA Index to identify EJ communities in the Atlanta region. The index was based on five demographic and socioeconomic parameters, and was utilized to measure the impacts of transportation investments and programs in ETA communities. The ETA index can be further employed for project prioritization and evaluation, resource allocation and decision-making at the regional and local levels. Data collection for the five socioeconomic and demographic parameters were derived from the American Community Survey’s 5-year estimates (2005 to 2009) analyzed to determine ETA index at the census tract level.

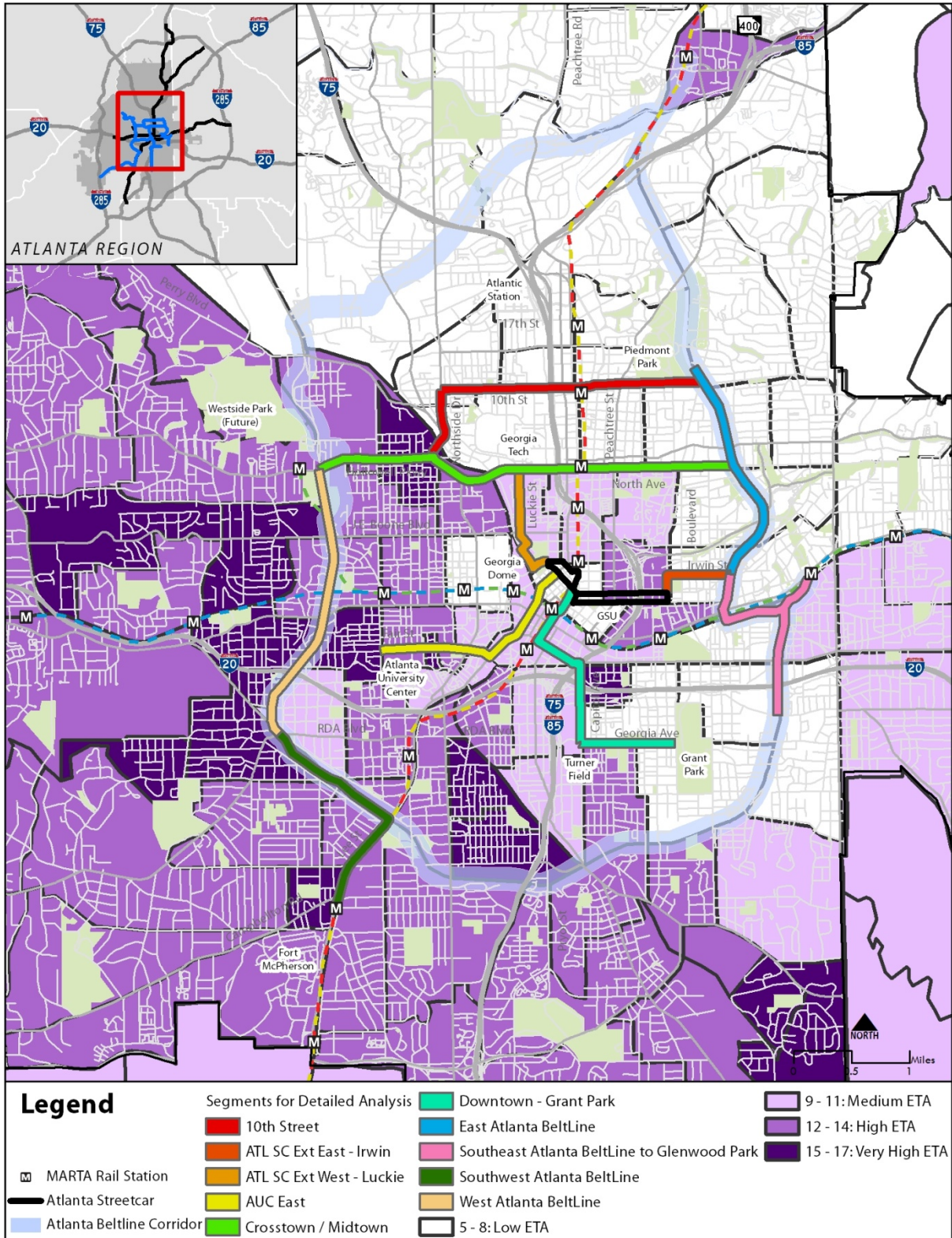
Parameters and methods of calculation:

- Percent of the population over the age 65: total senior population/total population*100
- Percent of population 25 or older with out a high school diploma: total population over 25 without H.S. diploma (census tract). /total population over 25 (census tract)*100
- Median household income: owner-occupied median housing value (census tract level)/census tracts
- Percentage of population in poverty: total population below poverty line/total population (census tract level)*100
- Percentage of populations that are minorities (non white): total population non-white/ total population per census tract*100

Each parameter was then averaged to develop four categories: one category representing below average areas for that parameter, interpreted as a low EJ concern, and the three above-average categories represent increasing levels of potential EJ communities.

Figure 2 displays the distribution of Equitable Target Areas throughout the study area. ETA Index values were calculated and displayed at the census tract level. ETA index values **5-8** were given a rating of **Low ETA**, values **9-11** **Medium ETA**, value of **12-14** **High ETA** and values **15-17** given the rating of **Very High ETA**. Census tracts with a higher ETA index identify communities that have a higher potential of being EJ communities. The distribution of ETA indices appears to have higher concentrations in the western and southwestern regions of the study area. The northern and northeastern regions of the study area have ETA indices that are relatively low. The average ETA index for the Atlanta region is 9.

Figure 2: Equitable Target Areas (ETA)



3 Environmental Justice Analysis by Segment

Each SSP segment's EJ status was analyzed based on three primary indicators: ETA index, population at or below poverty line, and minority population. This section provides EJ profiles for each segment including a description and map, general segment EJ statistics, and graphs comparing these EJ statistics to the regional average.



3.1 Downtown Streetcar Extensions

These are extensions of the Atlanta Streetcar serving the downtown, midtown, and Auburn/Edgewood neighborhoods. The East Extension travels north on Jackson from the intersection of Auburn Avenue and proceeds east on Irwin to the East BeltLine. The West Extension travels north on Centennial Olympic Park Drive from the intersection of Andrew Young International Boulevard to Baker Street, where it proceeds west on Baker to Luckie Street. The West Extension terminates at North Avenue.

There were no census tracts that received a rating of Very High ETA along this alignment; however census tracts 22, 28 and 33 received a High ETA rating. These census tracts belong to the Herndon Apartment, Butler Street and Grady/Antione Graves neighborhoods, respectively. These segments primarily serve the Atlanta Central Business District where fewer ETA communities have been identified.

Segment Statistics	
Average ETA	9 - Medium
Total Poverty	6,591
% Poverty	22%
Total Minority	15,325
% Minority	51%

Figure 3: Downtown Streetcar Extensions Poverty and Minority Percentages by Census Tract

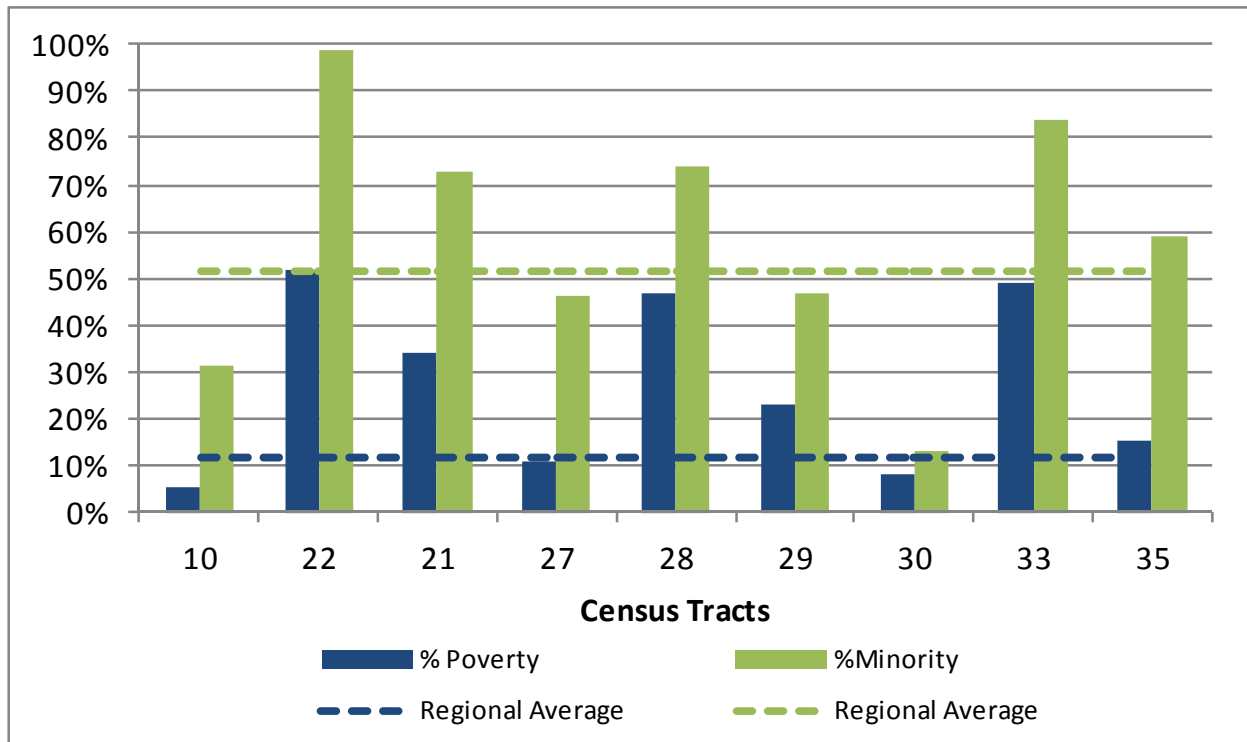


Figure 4: Downtown Streetcar Extensions ETA Index by Census Tract

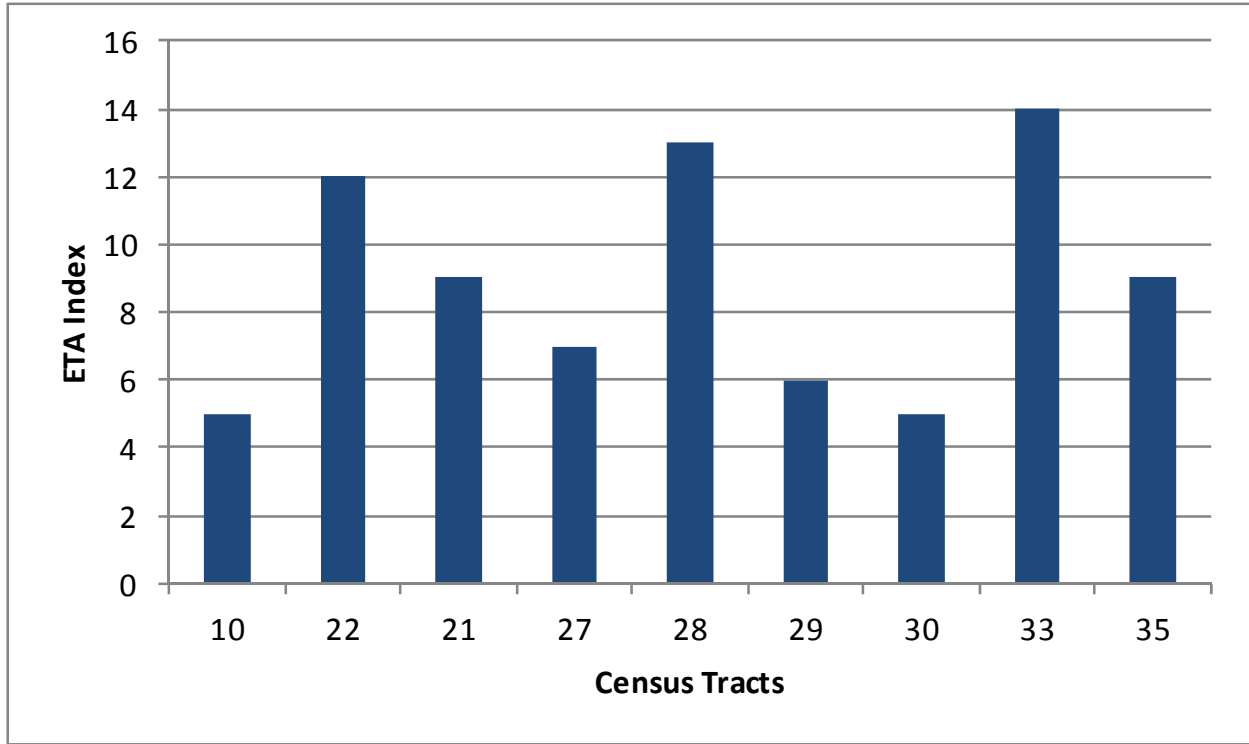
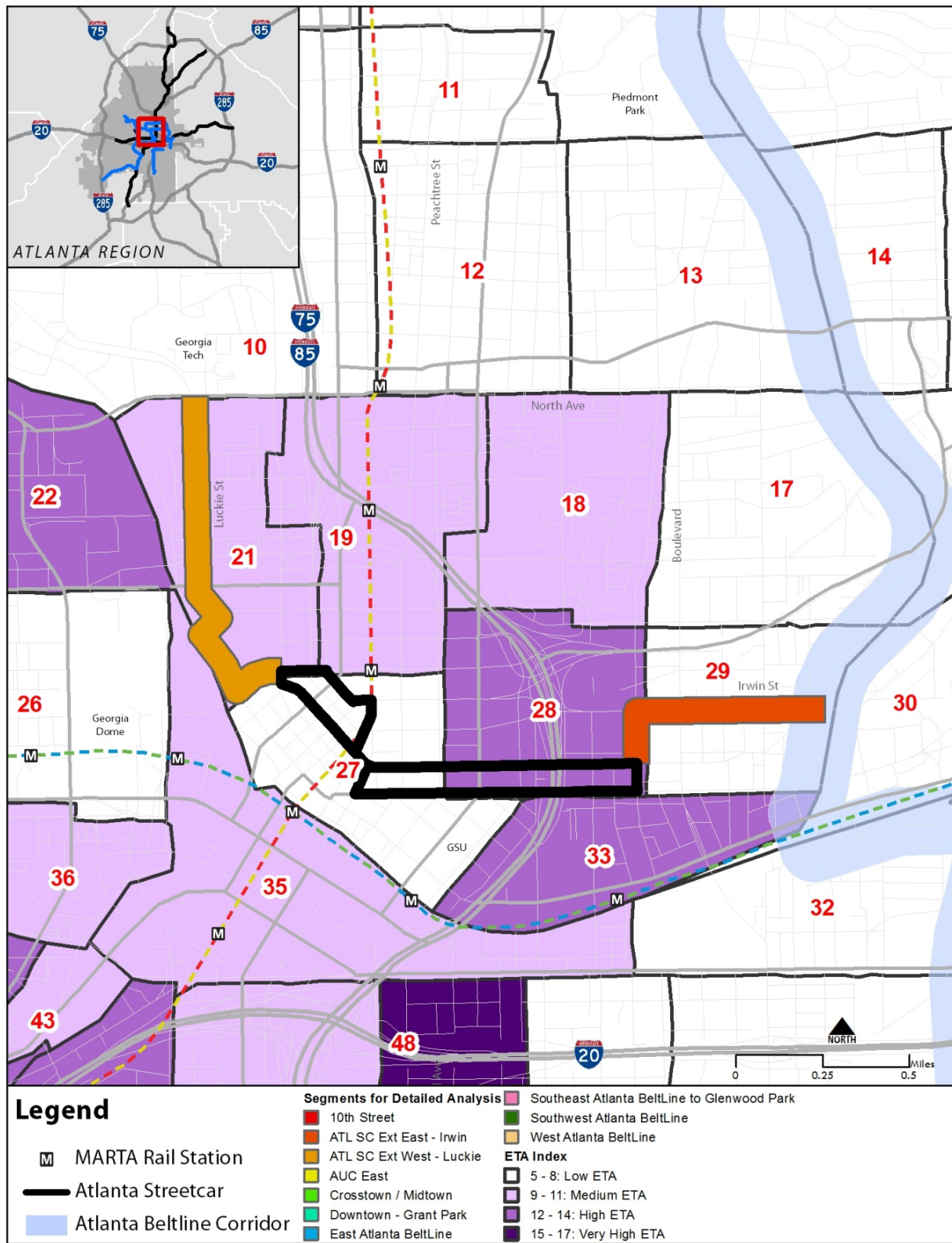


Figure 5: Downtown Streetcar Extensions Alignment and Adjacent ETA Indices



3.2 Crosstown/Midtown

This segment is an east-west connector between the Bankhead and Poncey Highland neighborhoods. Adjacent census tracts along this alignment range from Low to Very High ETA indices. Census tract 8, which includes the English Avenue community, had the highest ETA Index with a rating of 15. This tract is 95% minority and 59% of the population is under the poverty threshold. Census tracts 23 and 85 had an ETA index of 14 and census tract 7 had an index of 13. These census tracts are found in the English Avenue, Bankhead and Knight Park communities, respectively. The majority of the census tracts adjacent to the Crosstown/Midtown segment are considered EJ communities, with tracts 7, 8, 23, and 85 having the highest rates of EJ populations.

Segment Statistics	
Average ETA	10 - Medium
Total Poverty	14,221
% Poverty	25%
Total Minority	34,278
% Minority	59%

Figure 6: Crosstown/Midtown Poverty and Minority Percentages by Census Tract

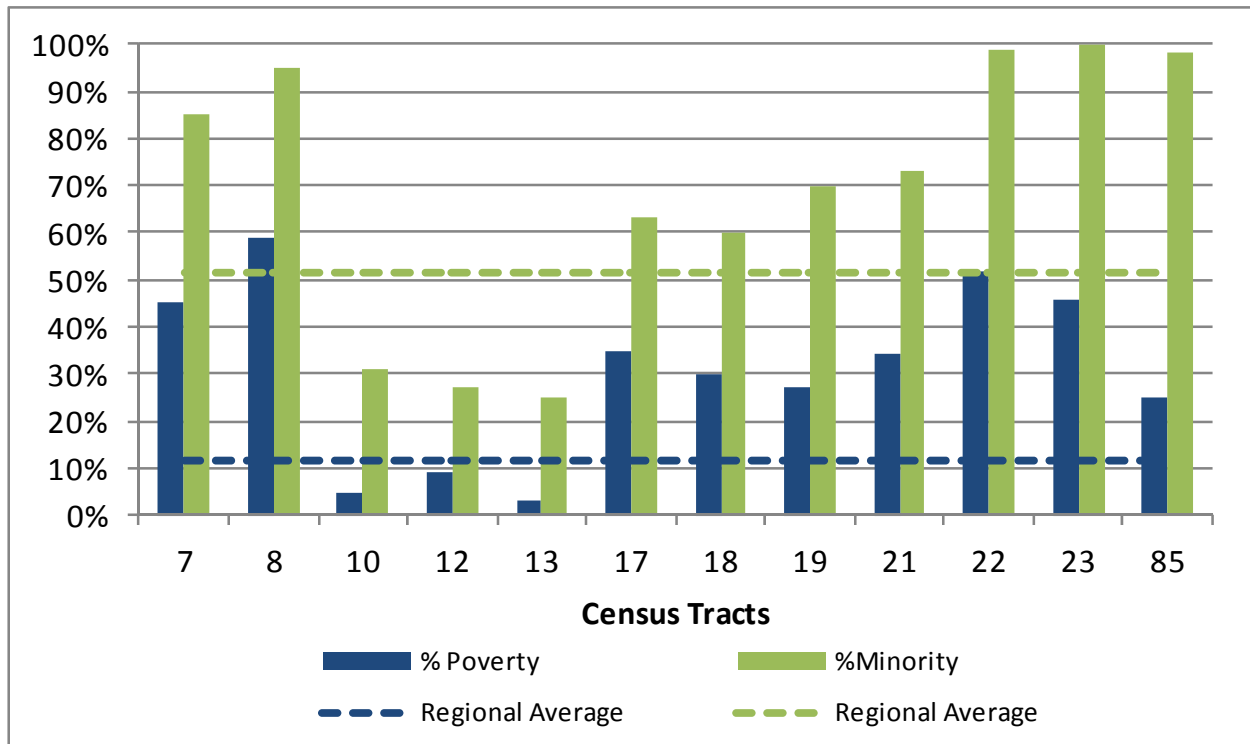


Figure 7: Crosstown/Midtown ETA Index by Census Tract

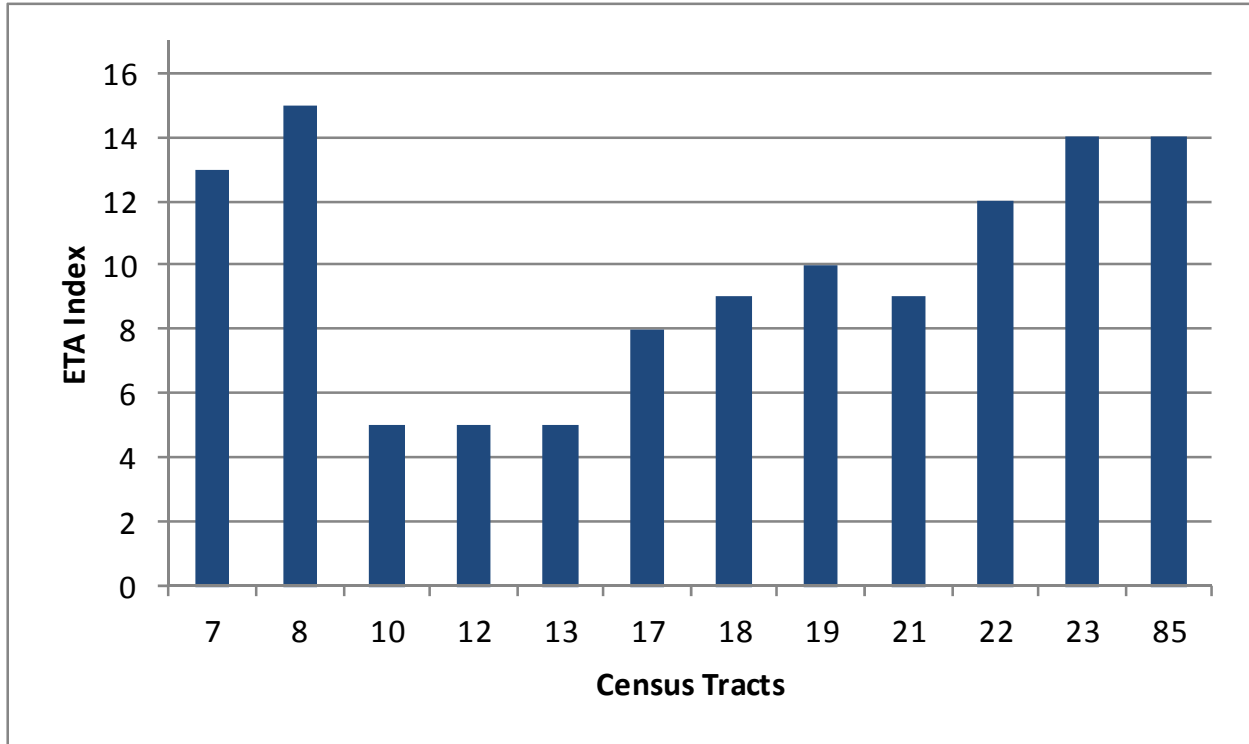
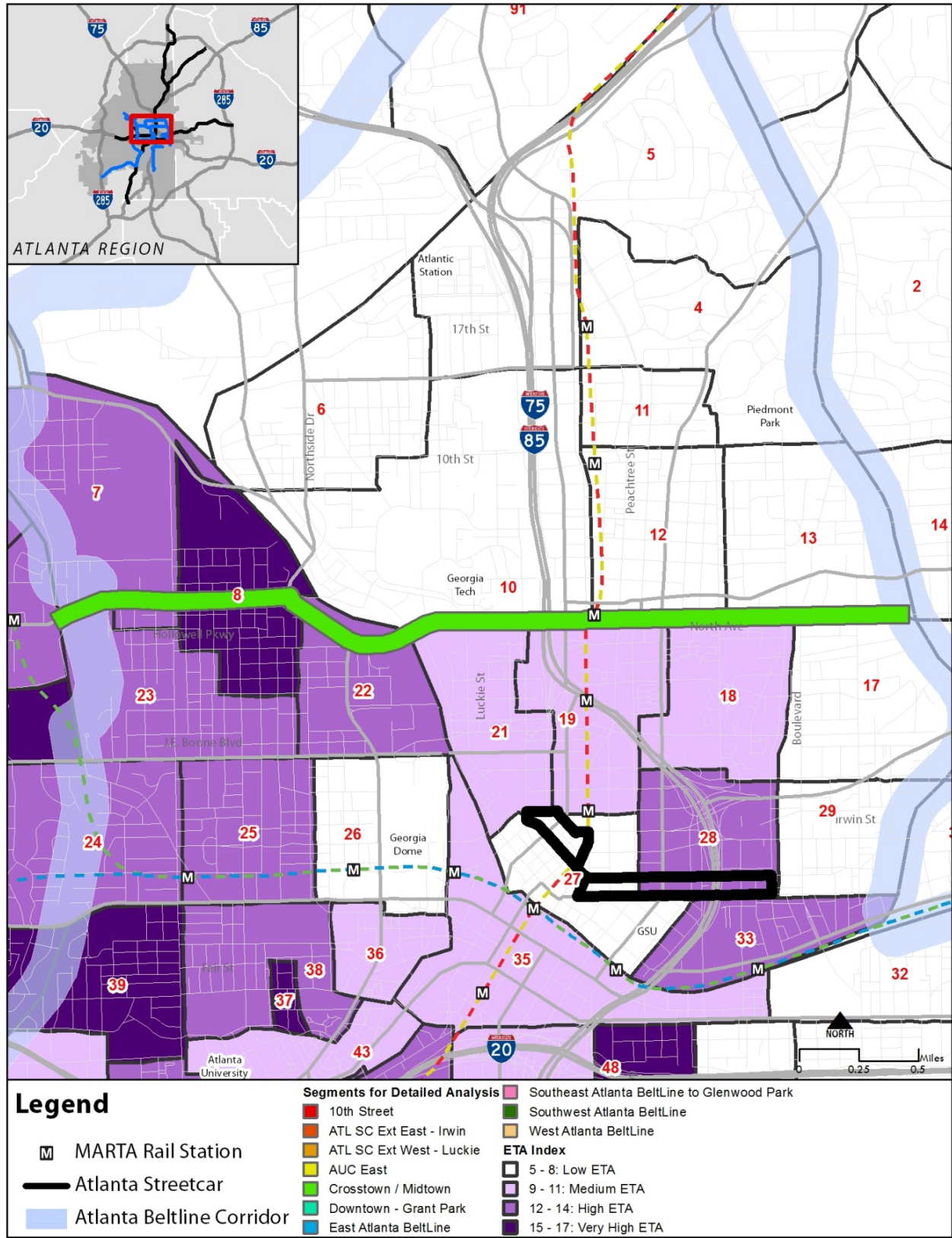


Figure 8: Crosstown/Midtown Alignment and Adjacent ETA Indices



3.3 East Atlanta BeltLine

This segment serves neighborhoods along an alignment between the Old Fourth Ward and Virginia Highlands communities. There are various residential complexes, commercial shopping centers and small industrial zones located along this alignment. The East Atlanta BeltLine also serves as a connection to Piedmont Park and Freedom Parkway, two major recreational facilities. Grady High School is also in close proximity.

Overall, census tracts adjacent to the East BeltLine tend to have Low ETA indices and a low poverty and minority percentage. Census tract 17, located in the Old Fourth Ward, community has the highest percentage of minorities at 63% and a poverty rate of 35%. Based on the ETA data, this segment does not pose any significant EJ concerns.

Segment Statistics	
Average ETA	6 - Low
Total Poverty	3,033
% Poverty	9%
Total Minority	7,331
% Minority	23%

Figure 9: East Atlanta BeltLine Poverty and Minority Percentages by Census Tract

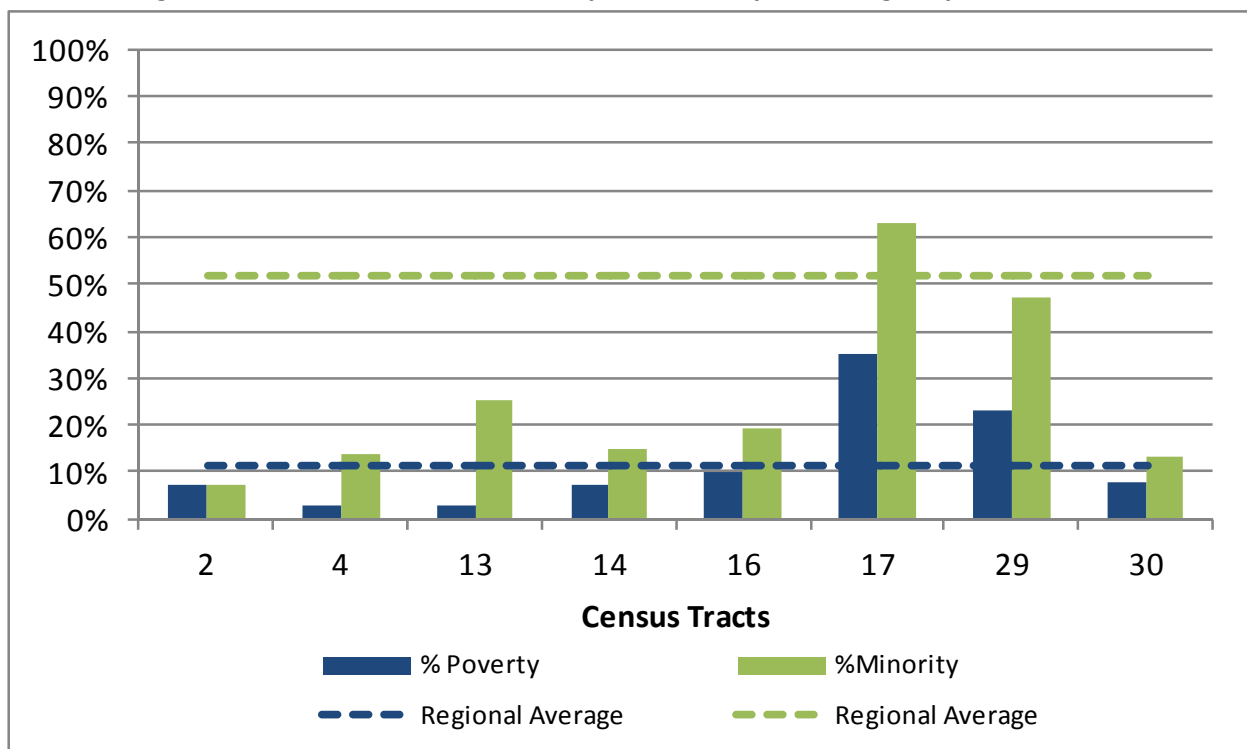


Figure 10: East Atlanta BeltLine ETA Index by Census Tract

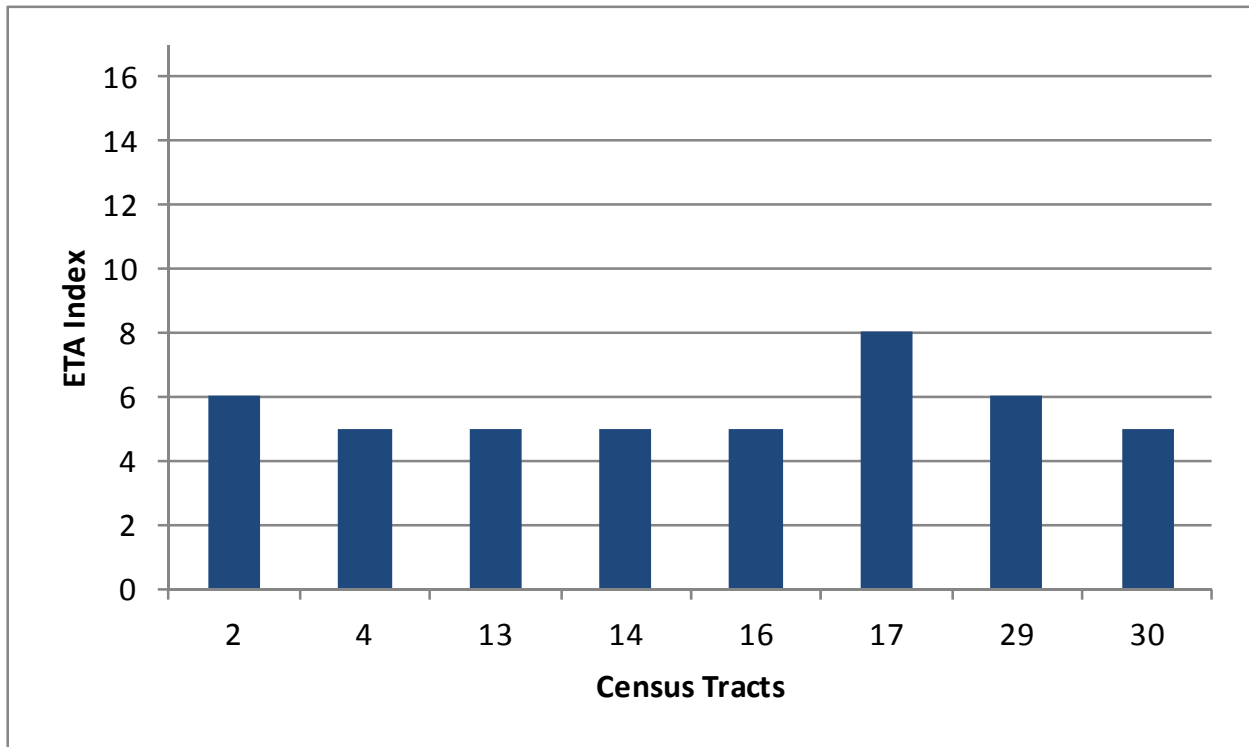
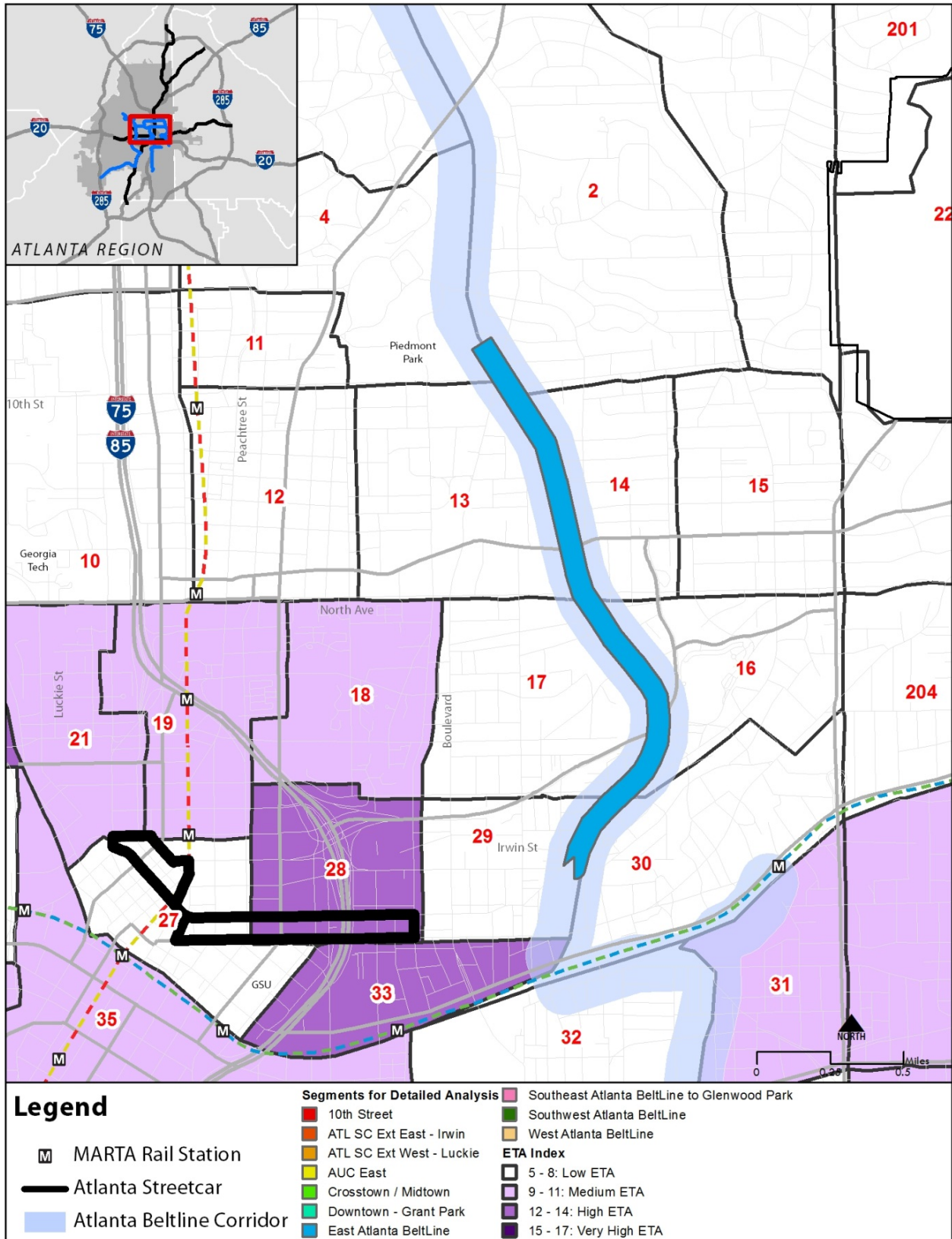


Figure 11: East Atlanta BeltLine Alignment and Adjacent ETA Indices



3.4 West Atlanta BeltLine

This alignment serves as a north-south connector along the west side of the BeltLine between Ralph David Abernathy Boulevard and Donald Lee Hollowell Parkway. This alignment serves a mix of residential, industrial, and commercial uses.

Most census tracts along this alignment have a High to Very High ETA index rating with census tracts 39, 60 and 84 having some of the highest ETA ratings in the region. Census tract 39, which contains the Ashview Heights community, has the greatest incidence of EJ populations with 100% minority and a poverty rating of 75%. Census tracts 60, 84 and 40 are also of high concern for EJ with Very High ETA indices. These census tracts contain the Westview, Westlake and Mozley Park communities, respectively. Overall, the alignment for the West Atlanta BeltLine would serve the most ETA communities of all BeltLine alignment and provides the greatest EJ concern.

Segment Statistics	
Average ETA	14 - High
Total Poverty	11,695
% Poverty	38%
Total Minority	29,470
% Minority	96%

Figure 12: West Atlanta BeltLine Poverty and Minority Percentages by Census Tract

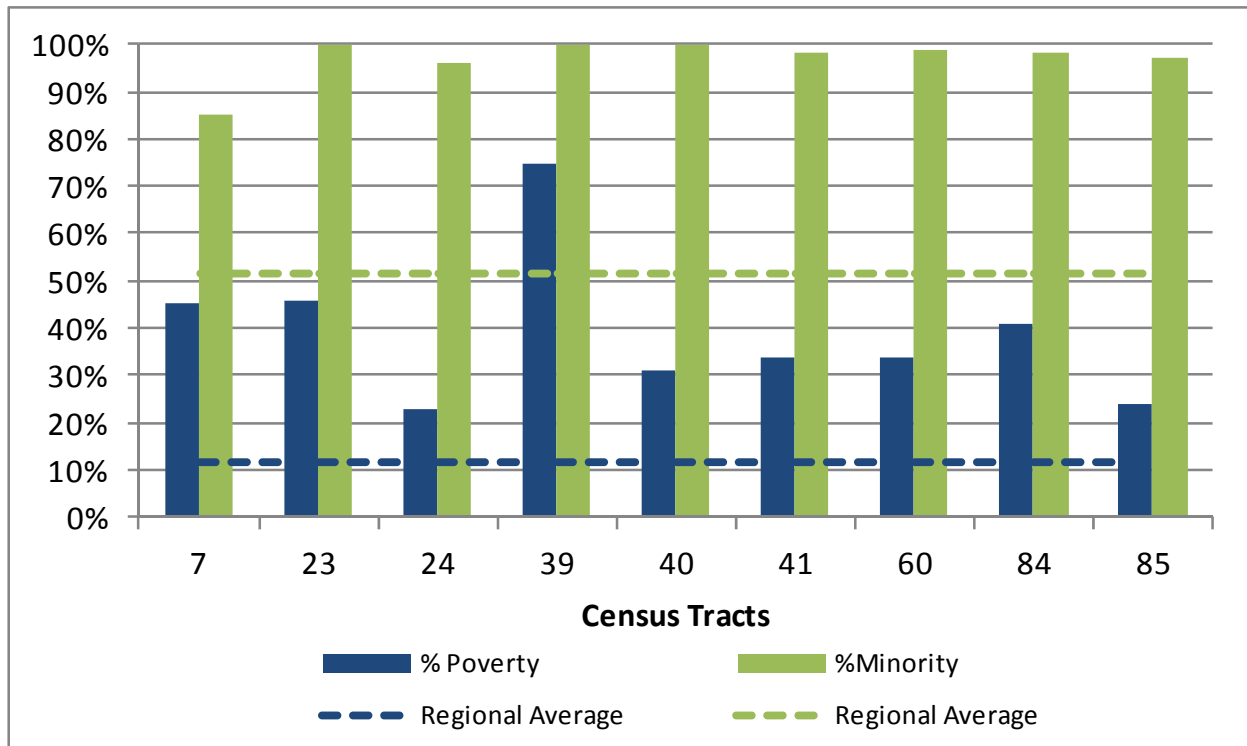


Figure 13: West Atlanta BeltLine ETA Index by Census Tract

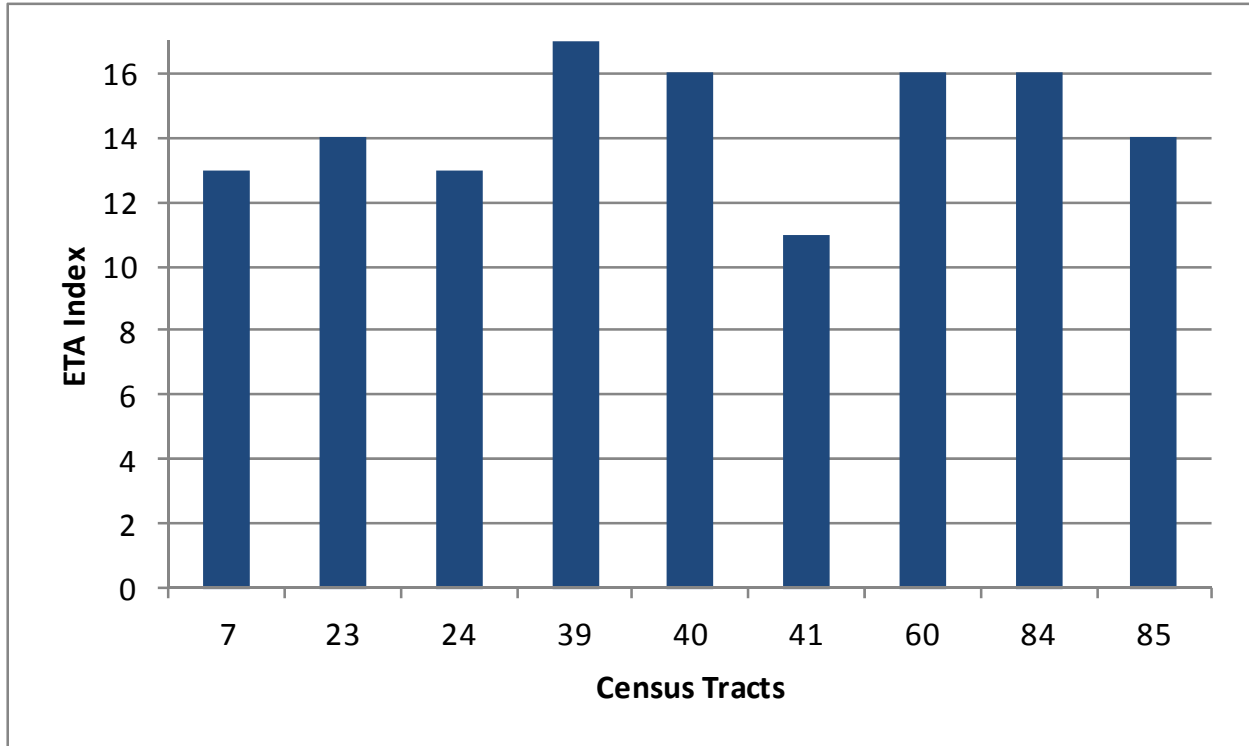
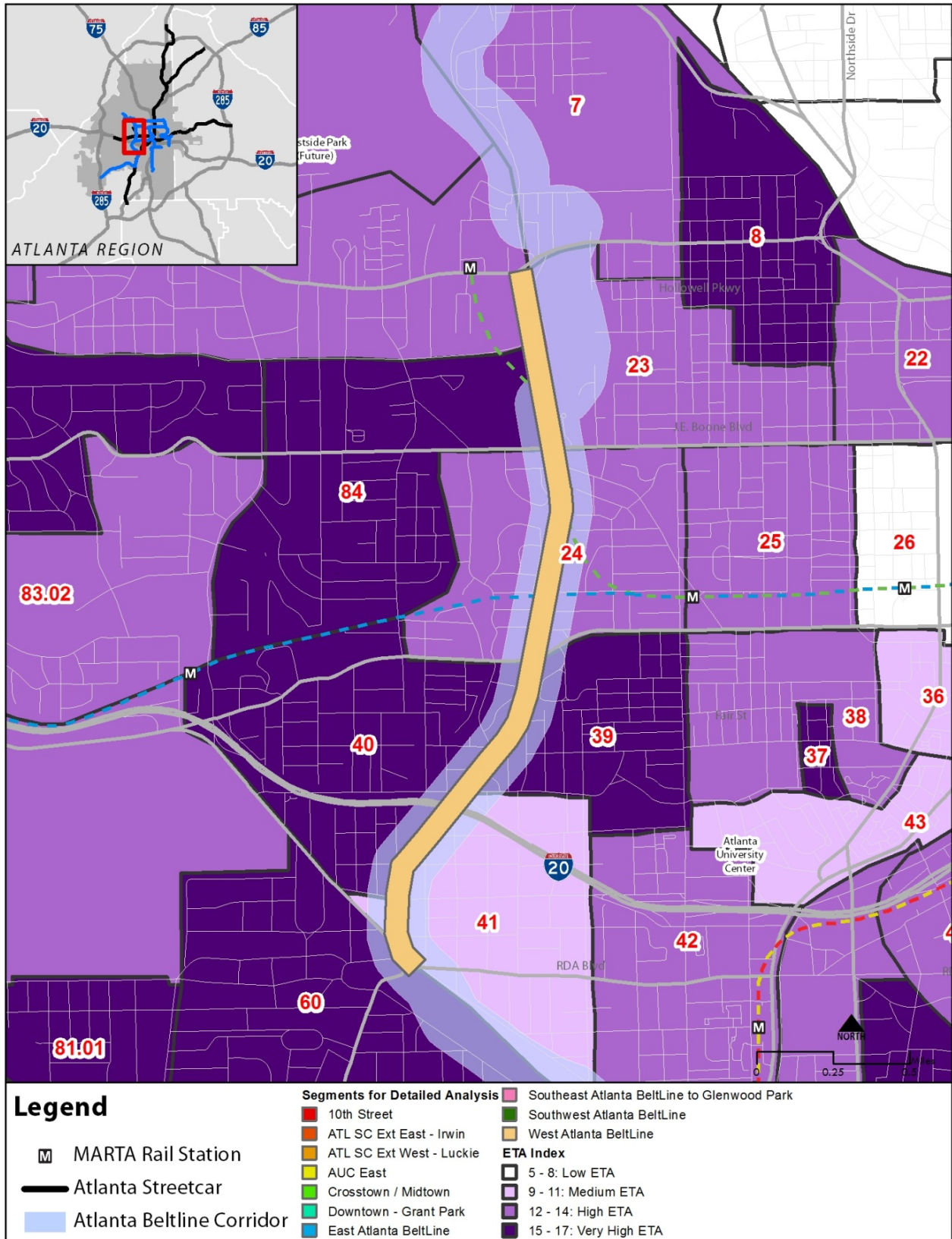


Figure 14: West Atlanta BeltLine Alignment and Adjacent ETA Indices



3.5 Southeast Atlanta BeltLine to Glenwood Park

This alignment serves the Glenwood Park community which has a mixture of residential, commercial and industrial land uses found within census tracts 50 and 52. CSX operates an active freight yard that runs parallel to a portion of this segment in census tract 32.

Most census tracts along this segment have Low ETA index ratings, with the exception of tract 31 which has a Medium ETA index. Most tracts are below the regional average for minority populations, however all but one tract (tract 30) is above the regional poverty average. Overall, this segment has low EJ concerns.

Segment Statistics	
Average ETA	7 - Low
Total Poverty	5,728
% Poverty	20%
Total Minority	6,484
% Minority	35%

Figure 15: Southeast Atlanta BeltLine to Glenwood Park Poverty and Minority Percentages by Census Tract

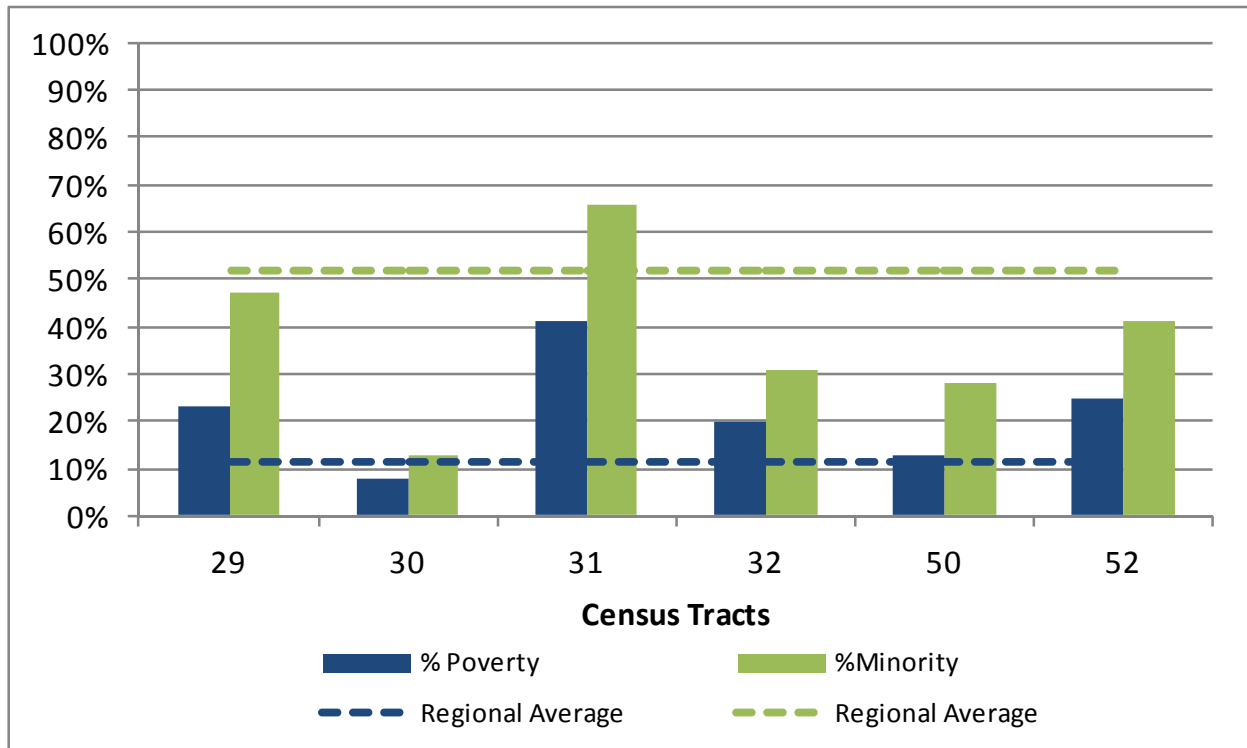


Figure 16: Southeast Atlanta BeltLine to Glenwood Park ETA Index by Census Tract

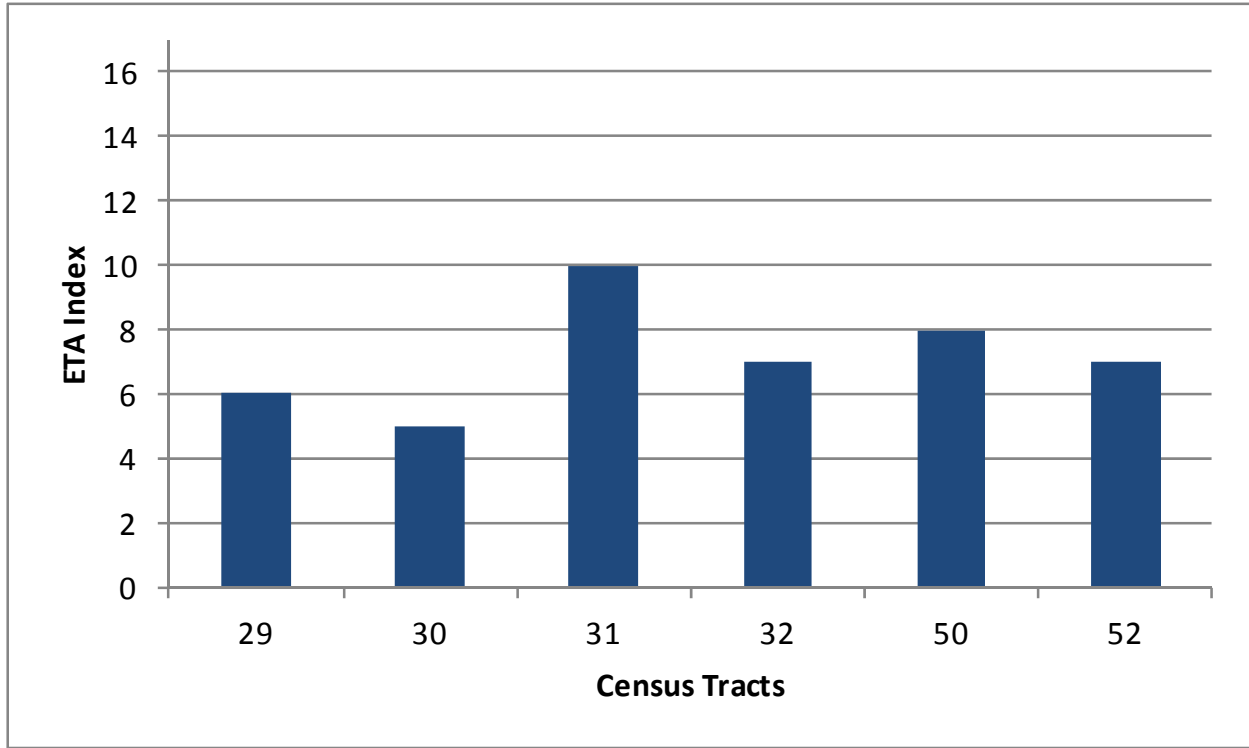
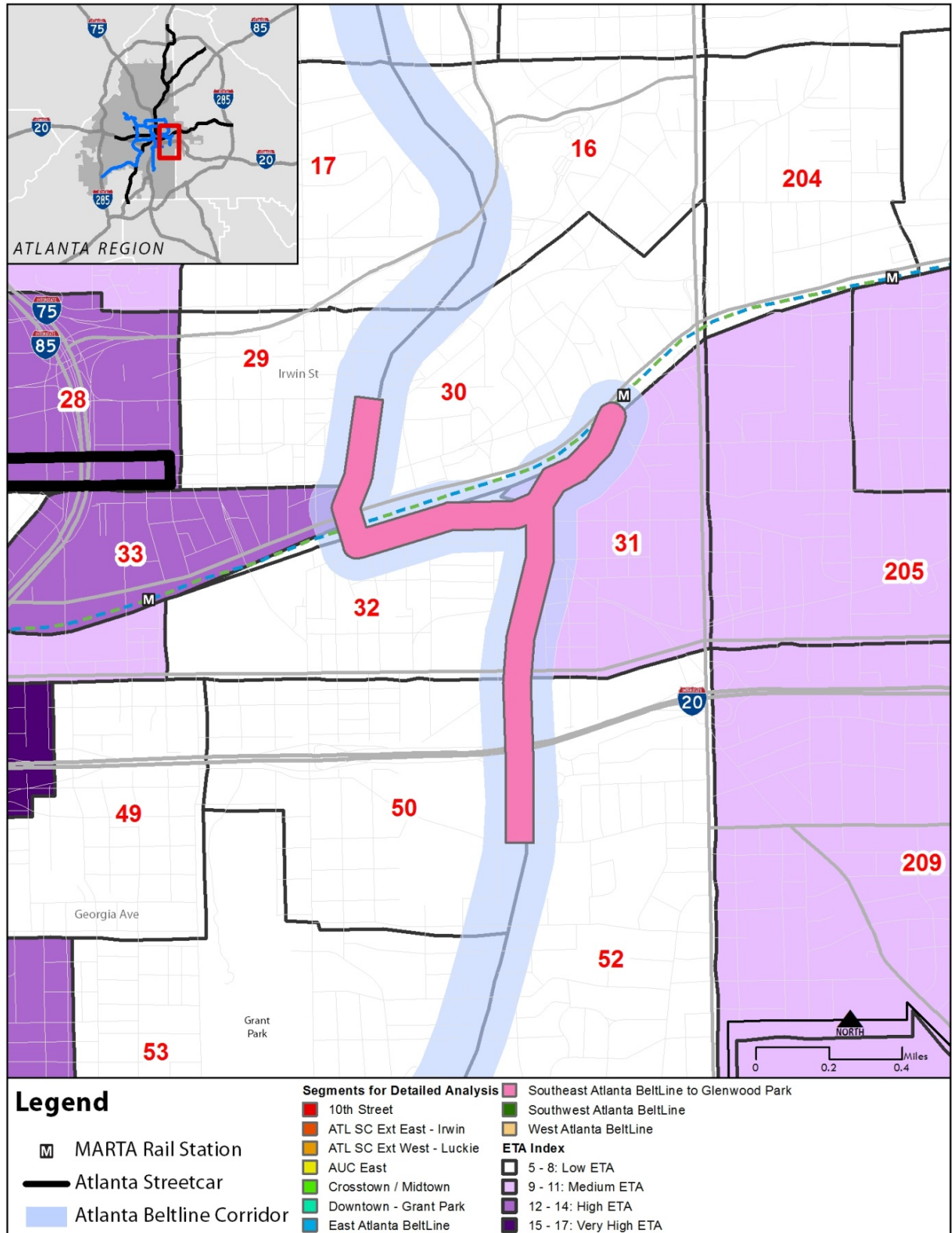


Figure 17: Southeast Atlanta BeltLine to Glenwood Park Alignment and Adjacent ETA Indices



3.6 Southwest Atlanta BeltLine

This alignment travels from the West End community at the intersection of R.D.A. Boulevard and the BeltLine to the Oakland city MARTA station via the Atlanta BeltLine and Lee Street. This alignment serves predominantly residential neighborhoods, including the West End, Adair Park, Oakland City, Capitol View and Sylvan Hill communities, along with some industrial and commercial zones located along White Street and Murphy Avenue.

Located in the southwestern region of the BeltLine corridor, the Southwest Atlanta BeltLine segment has the second-highest concentration of ETA indices ranging from Medium to Very High. Census tracts 60 and 66.02 have the highest ETA indices, while all of the tracts in this are have above-average rates of minority populations and populations below the poverty threshold. Overall, census tracts along this segment would be considered a concern for EJ.

Segment Statistics	
Average ETA	13 - High
Total Poverty	5,728
% Poverty	33%
Total Minority	16,681
% Minority	95%

Figure 18: Southwest Atlanta BeltLine Poverty and Minority Percentages by Census Tract

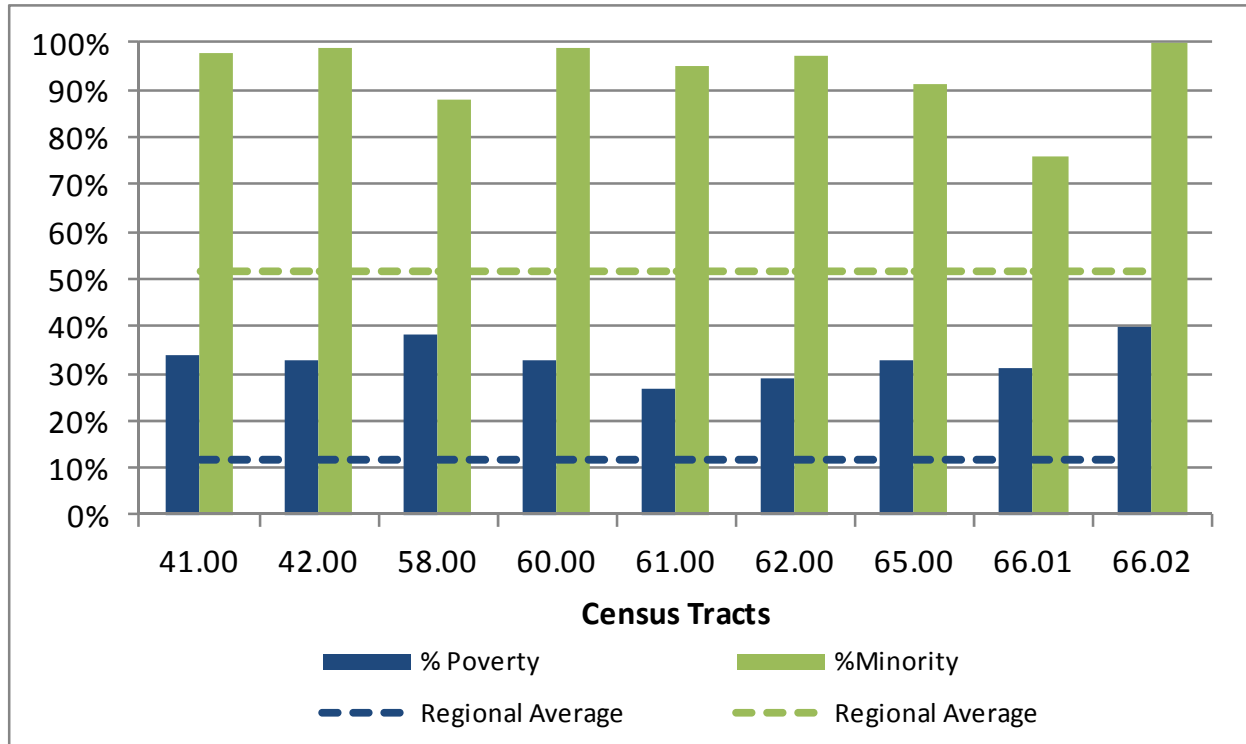


Figure 19: Southwest Atlanta BeltLine ETA Index by Census Tract

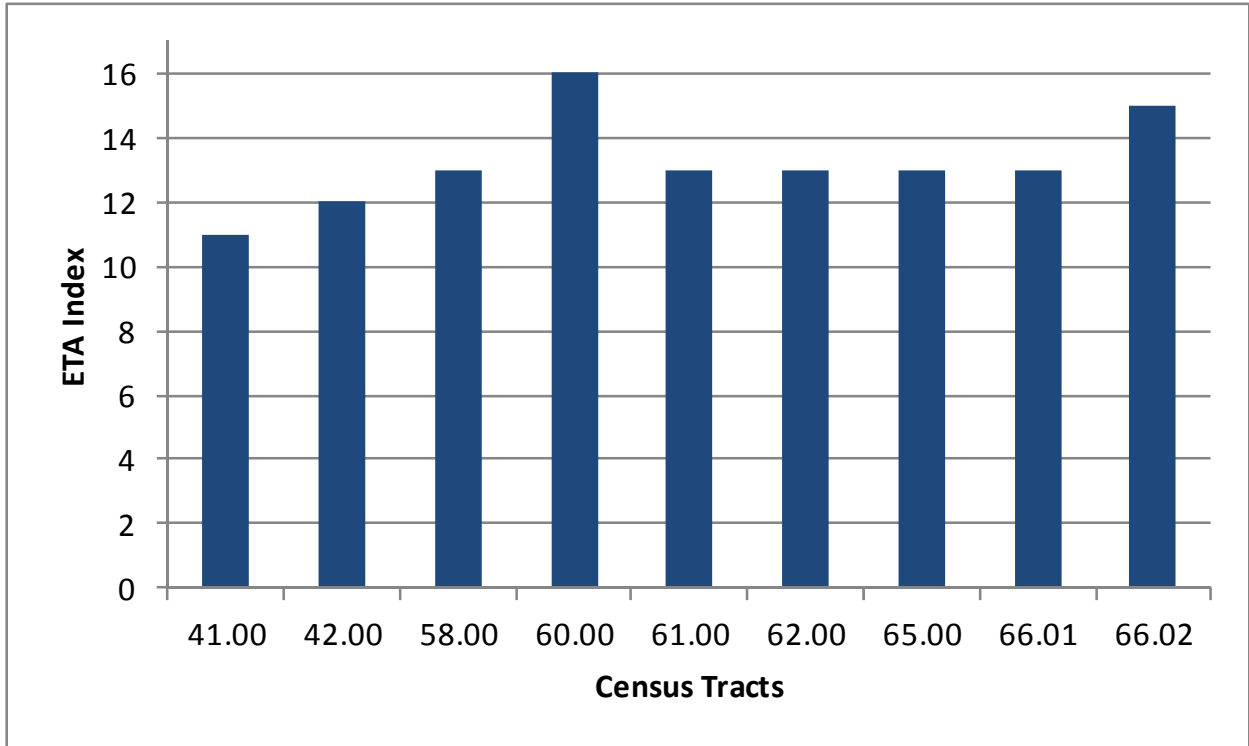
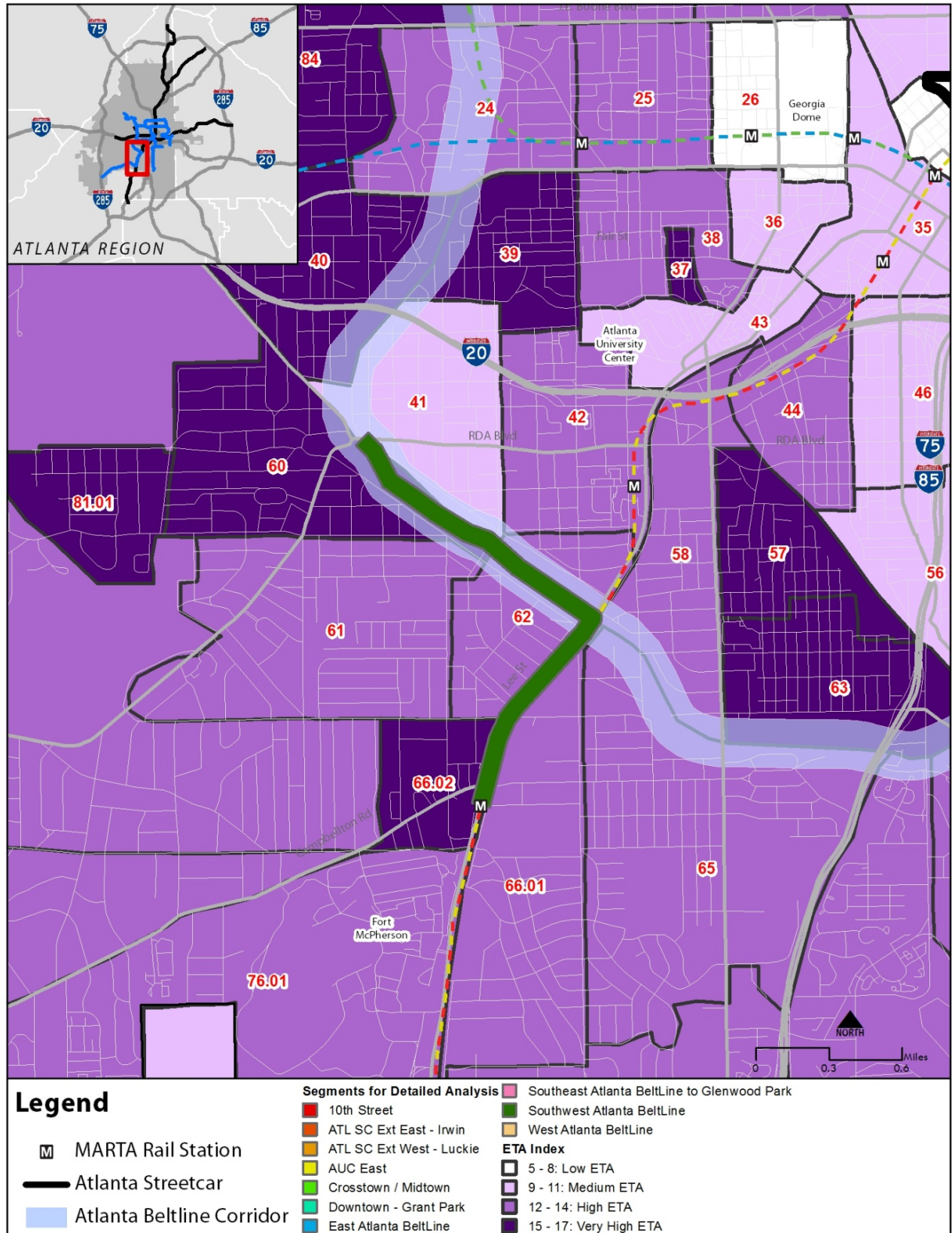


Figure 20: Southwest Atlanta BeltLine Alignment and Adjacent ETA Indices



3.7 Atlanta University Center

This alignment connects downtown Atlanta with the Atlanta University Center campus. ETA ratings for census tracts adjacent to the Atlanta University Center segment ranged from Low to Very High. Census tracts 37 and 39, located in the neighborhoods of John Hope Homes and Ashview Heights, have the highest ETA indices along this segment. However, since 2009 the housing project in census tract 37 has been cleared which considerably lowers its ETA status. Census tract 27, located in the Atlanta CBD, has the lowest ETA Index of 7. This segment has the ability to serve a diverse community due to the Atlanta CBD, revitalized communities such as Castleberry Hill, Ashview Heights, and the AUC campus. Overall, this segment poses moderate to high EJ concern.

Segment Statistics	
Average ETA	12 - High
Total Poverty	4,119
% Poverty	30%
Total Minority	12,027
% Minority	87%

Figure 21: Atlanta University Center Poverty and Minority Percentages by Census Tract

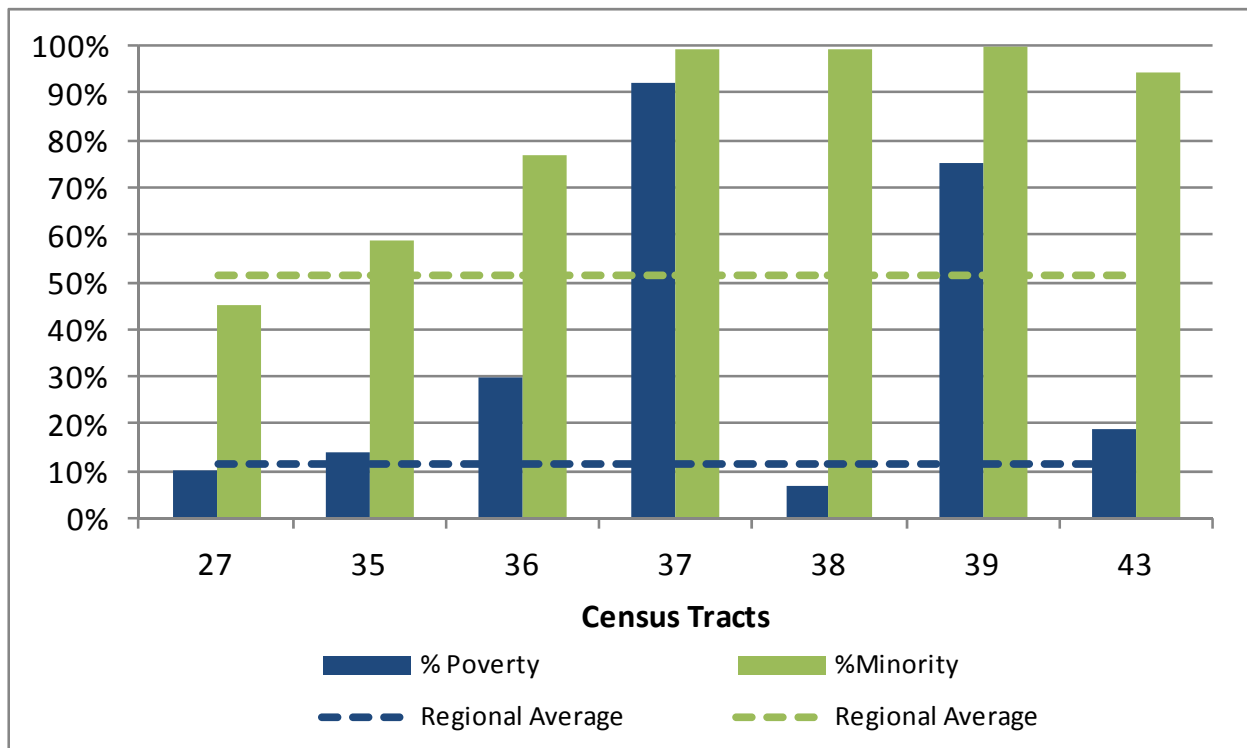


Figure 22: Atlanta University Center ETA Index by Census Tract

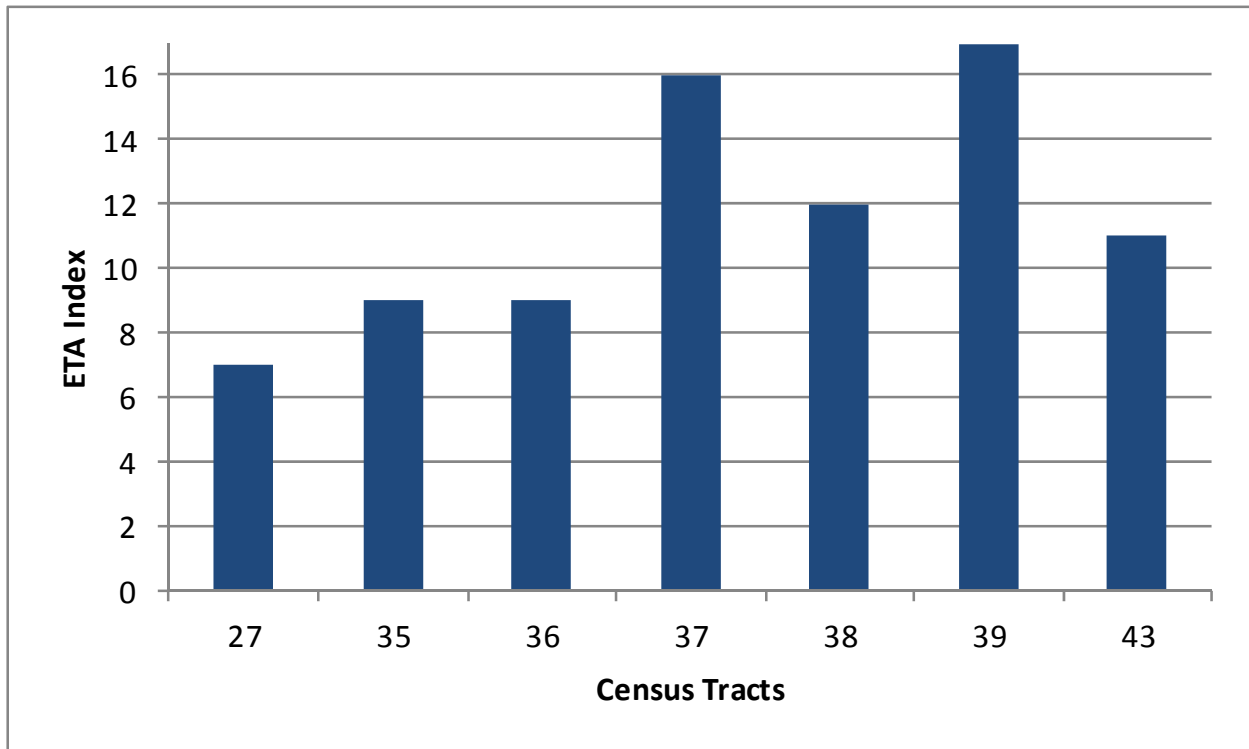
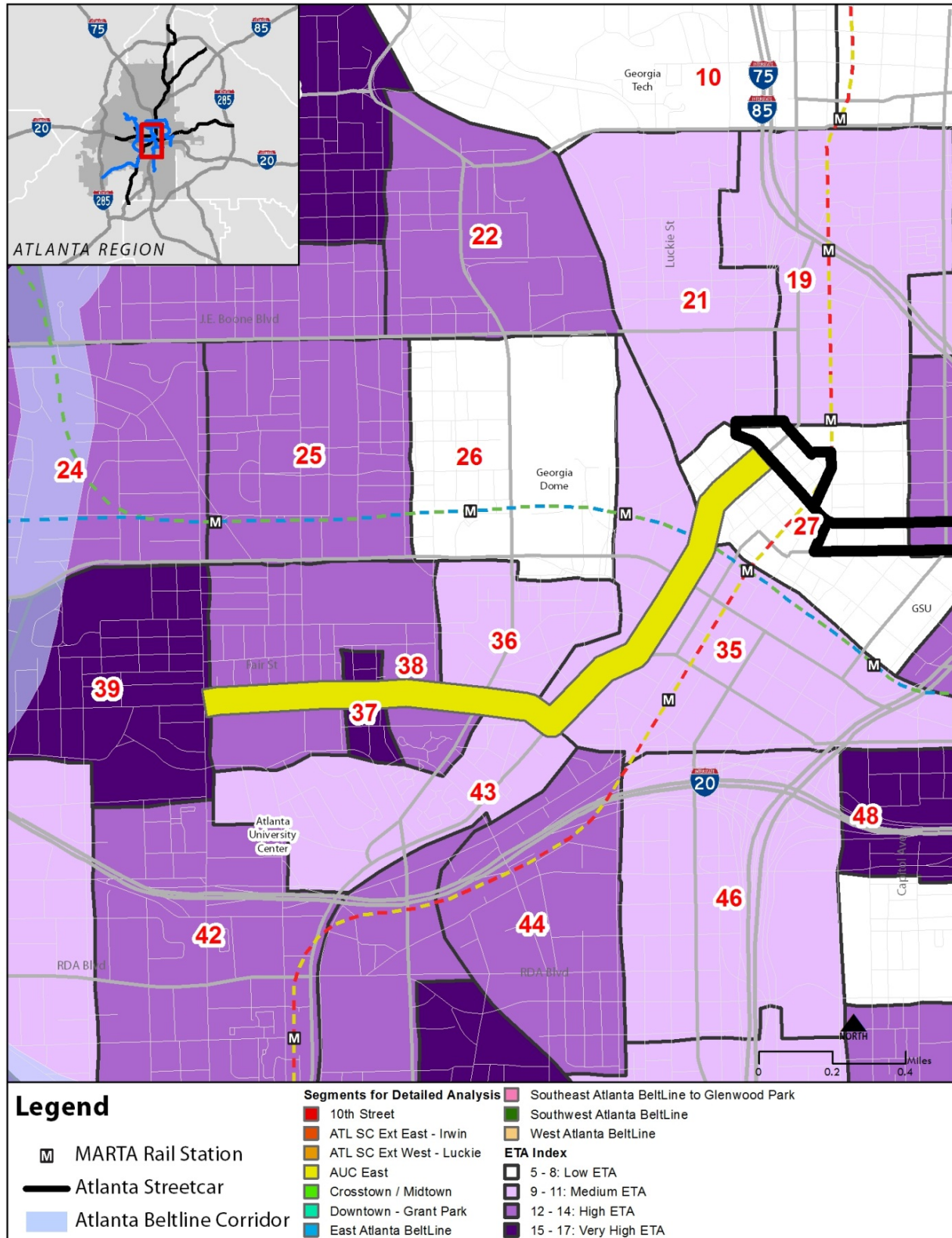


Figure 23: Atlanta University Center Alignment and Adjacent ETA Indices



3.8 Downtown / Grant Park

Similar to the Atlanta University Center segment, this alignment serves a diverse community makeup of the downtown Atlanta, Historic Grant Park, Capitol View and Summer Hill neighborhoods. This alignment would also provide connections to key destinations such as Turner Field and the Atlanta Zoo.

Census tracts along this segment have ETA indices ranging from Low to Very High, however the majority of the alignment is adjacent to Medium ETA tracts. Census tract 48 has the highest ETA index (16), while 53 has the lowest (5). Four of the seven adjacent tracts have above-average minority populations, while five have poverty rates at or above the regional average. Overall, this segment poses moderate EJ concerns.

Segment Statistics	
Average ETA	9 - Medium
Total Poverty	3,675
% Poverty	23%
Total Minority	10,137
% Minority	64%

Figure 24: Downtown / Grant Park Poverty and Minority Percentages by Census Tract

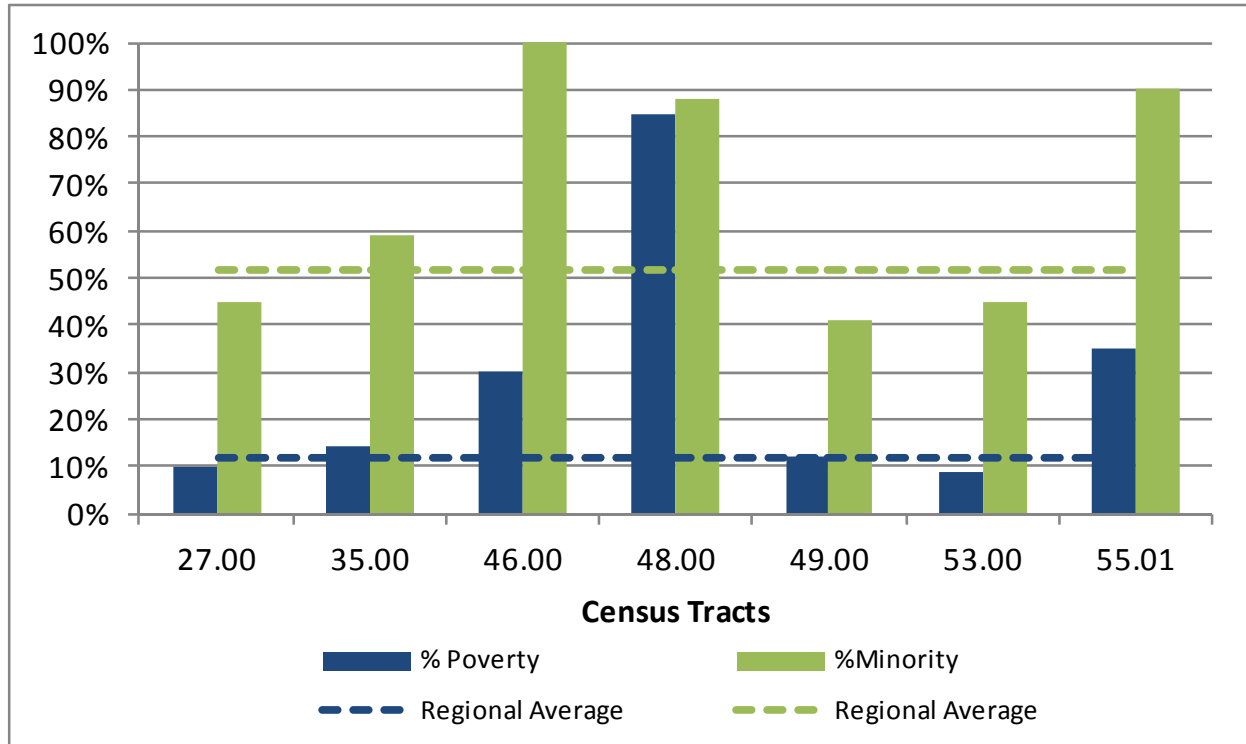


Figure 25: Downtown / Grant Park ETA Index by Census Tract

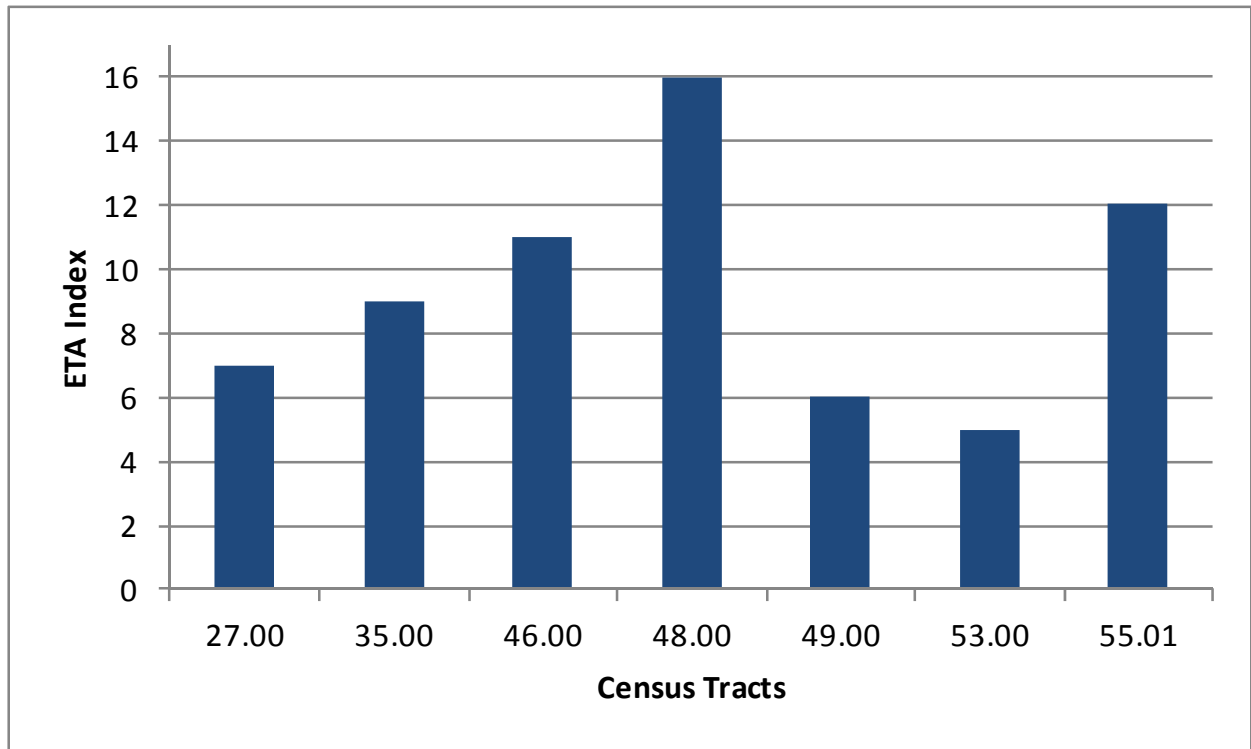
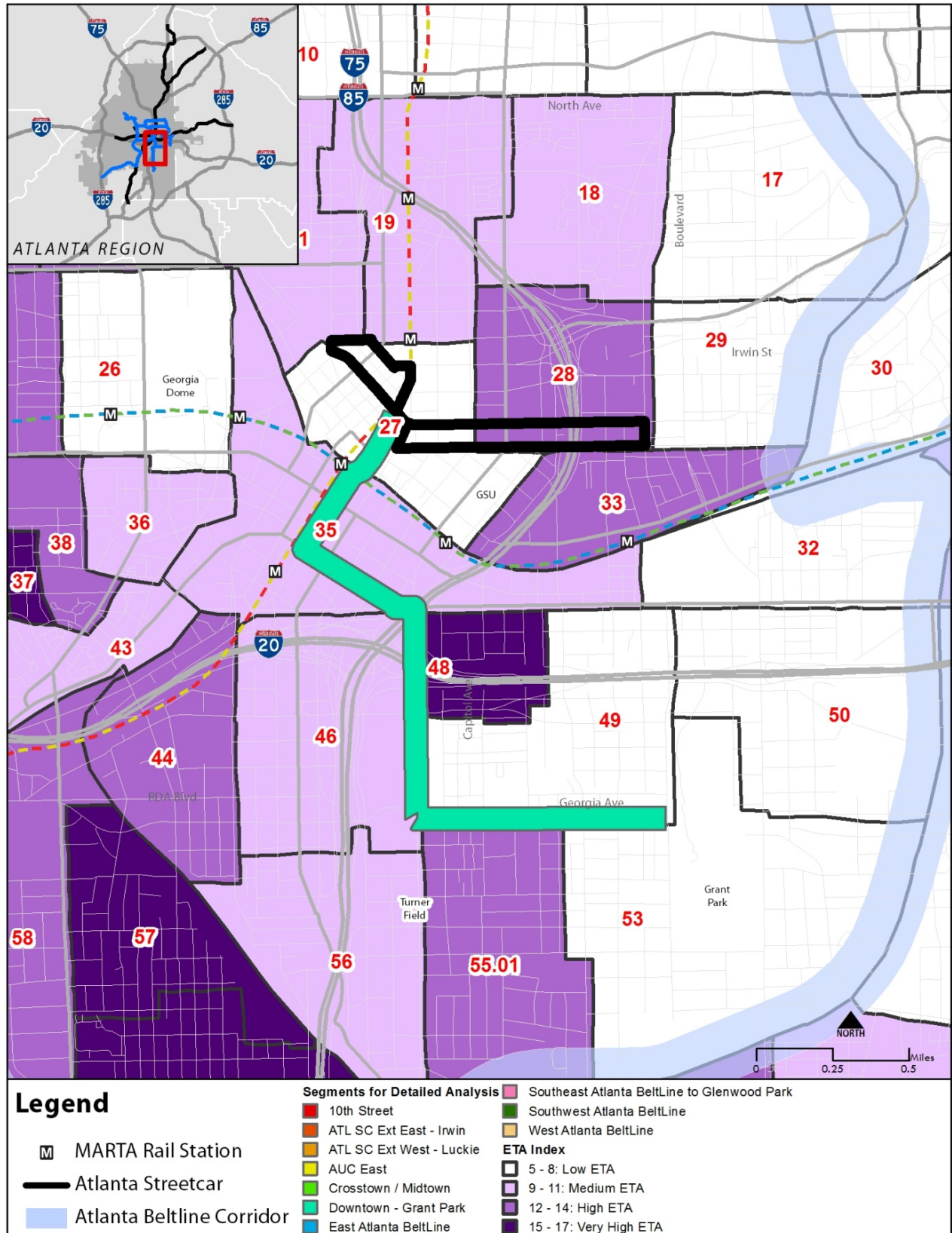


Figure 26: Downtown / Grant Park Alignment and Adjacent ETA Indices



3.9 10TH Street

This alignment serves as an east-west connector between the Virginia Highlands community and the English Avenue community. This alignment runs along the 10th street corridor and serves a mix of residential and commercial developments. Significant destinations along this route include the GA Tech campus, Turner Broadcasting Studio and Piedmont Park.

The majority of the census tracts adjacent to this alignment have Low ETA indices. Census tract 8, located in the English Avenue community, has a Very High ETA index of 15. Due to the large number of businesses within this corridor the poverty rate is relatively low, as is the percentage of minorities. Based on the ETA data, this segment has the least amount of adjacent census tracts with EJ concerns.

Segment Statistics	
Average ETA	7 - Low
Total Poverty	5,106
% Poverty	13%
Total Minority	12,640
% Minority	33%

Figure 27: 10th Street Poverty and Minority Percentages by Census Tract

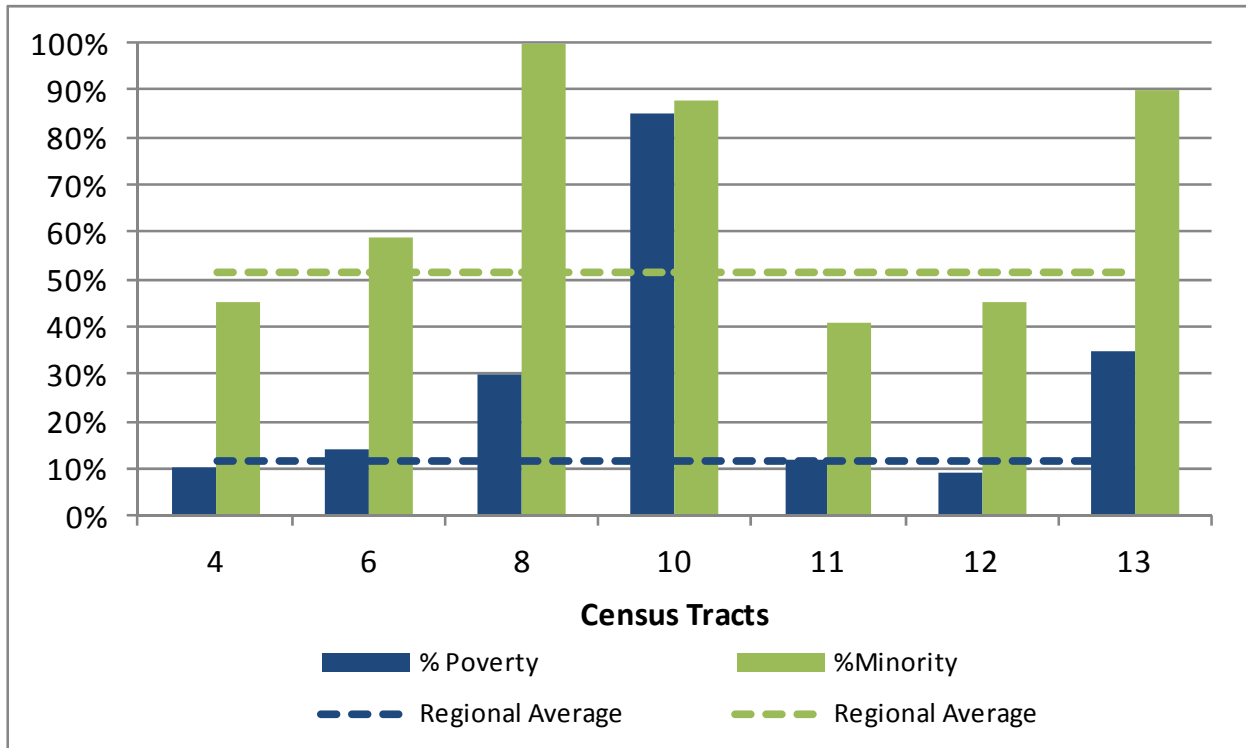


Figure 28: 10th Street ETA Index by Census Tract

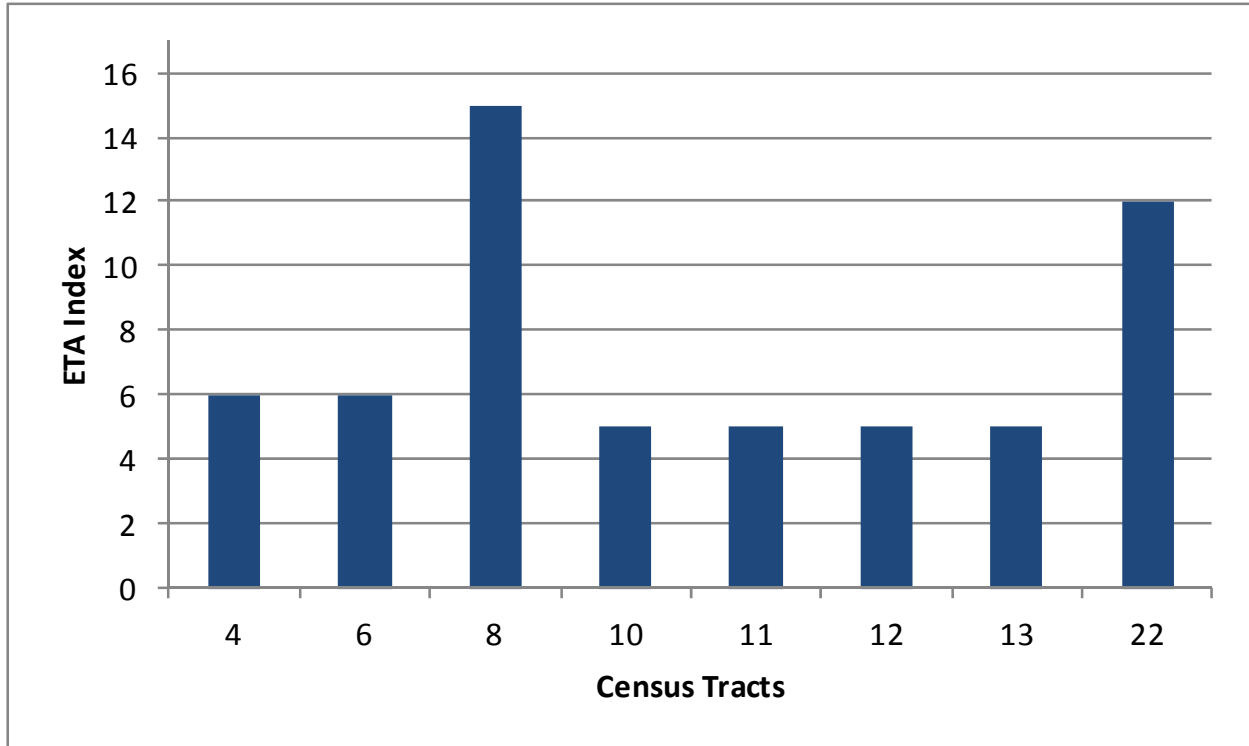
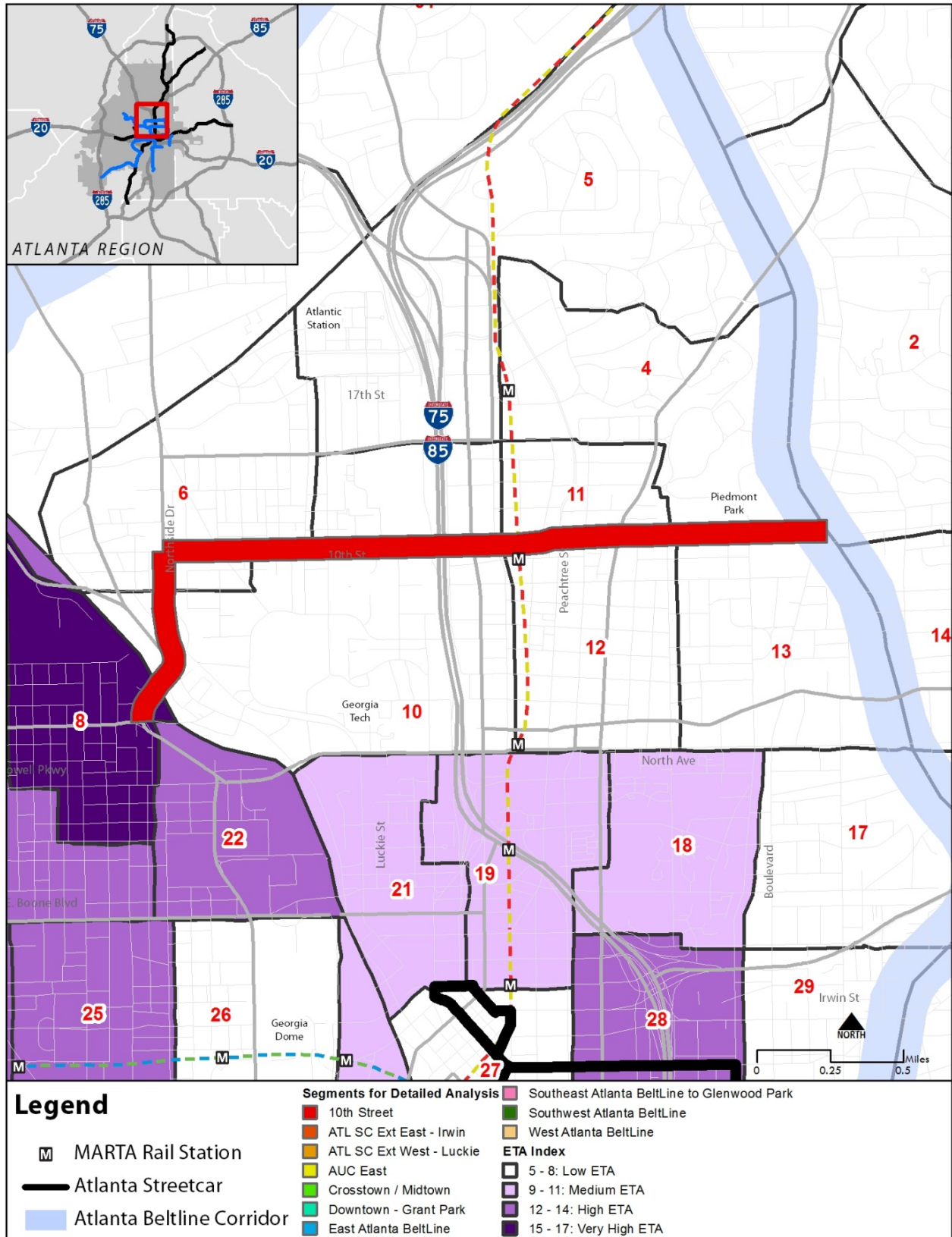


Figure 29: 10th Street Alignment and Adjacent ETA Indices

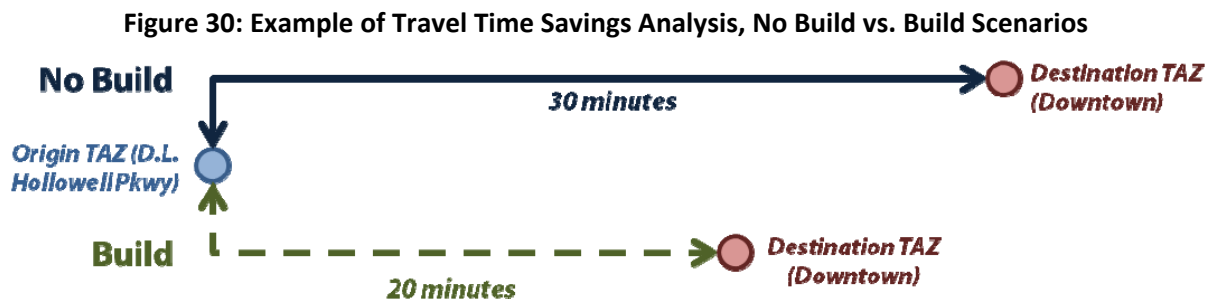


4 Environmental Justice (EJ) Ridership Model Outputs

Several environmental justice (EJ) ridership model outputs were generated to assess the job access and travel time impacts of the build scenarios on disadvantaged communities. These analyses were conducted in a similar manner to the travel time analysis documented in Section 4.1.3 of Technical Memorandum 4, however the origin transportation analysis zones (TAZ's) were selected based on EJ status as defined by ARC's Equitable Target Area (ETA) analysis. In addition to being designated ETA zones, the origin TAZ's were selected based on their central location along each SSP segment. Figure 32 illustrates the ETA communities and the EJ TAZ's selected for analysis.

4.1 EJ Transit Travel Time Savings Analysis

The EJ transit travel time savings analysis was conducted in the same manner as the general transit travel time savings analysis described in Section 4.1.3 of Technical Memorandum 4. However, for the purposes of this analysis, only EJ origin zones were evaluated. The baseline for this analysis is the No Build condition, which assumes transit service levels as currently provided by MARTA and other regional agencies. Figure 30 provides a visual representation of this analysis.



The results of this analysis are presented in Table 3, below. Of the nine model runs, the run including the Southeast Atlanta BeltLine segment provides the greatest overall travel time benefits to the EJ communities along its alignment, with travel time savings provided to all major employment centers. The Southwest Atlanta BeltLine segment also provides strong overall travel time savings, followed by the segment combination of the East Atlanta Streetcar Extension and East Atlanta BeltLine.

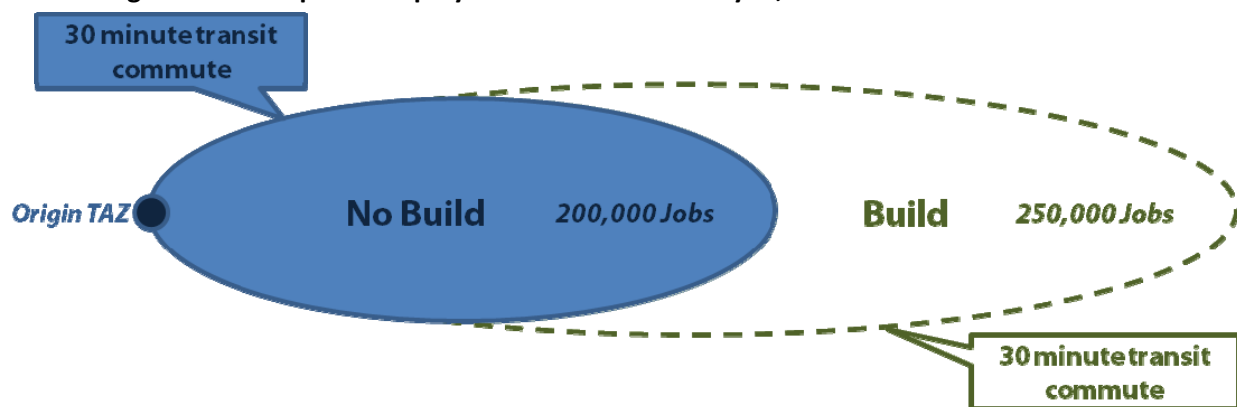
Table 3: Average Percent Transit Time Reduction for Selected EJ Areas Compared to No Build

Employment Center	ATL SC Ext. West	ATL SC Ext. East & East BeltLine	West Atlanta BeltLine & Crosstown / Midtown on North Ave	West Atlanta BeltLine & Crosstown / Midtown on 10th St	SE Atlanta BeltLine	SW Atlanta BeltLine	AUC	Downtown / Grant Park
TOTAL STREETCAR LENGTH (Mi)	4.1	5.2	12.5	11.9	10.1	14.7	4.5	5.1
Downtown	-8%	-5%	-28%	-8%	-27%	-28%	0%	-14%
Midtown	0%	-8%	0%	0%	-14%	-7%	0%	0%
Buckhead	-1%	-5%	0%	0%	-10%	-5%	0%	0%
Emory	-1%	-6%	0%	0%	-11%	-5%	0%	0%
Cumberland	0%	-4%	0%	0%	-7%	-3%	0%	0%
Airport	0%	-4%	0%	0%	-7%	-7%	0%	0%
Perimeter	-1%	-5%	0%	0%	-9%	-4%	0%	0%
AVERAGE	-2%	-5%	-4%	-1%	-12%	-9%	0%	-2%

4.2 EJ Job Access Analysis

In order to quantify job access benefits of the transit alternatives on EJ communities, an analysis of employment within a 30 minute commute of the EJ origin TAZ’s was conducted. The objective of this analysis was to determine how the transit investments, or the ‘build’ scenarios, increase the accessibility of persons living within EJ communities to employment opportunities within the region. Figure 31 illustrates this analysis.

Figure 31: Example of Employment Catchment Analysis, No-Build vs. Build Scenarios



This was achieved by calculating difference between the number of jobs within a 30 minute commute of the origin TAZ's in the No Build and build scenarios. The origin zones used for this analysis are displayed in Figure 32.

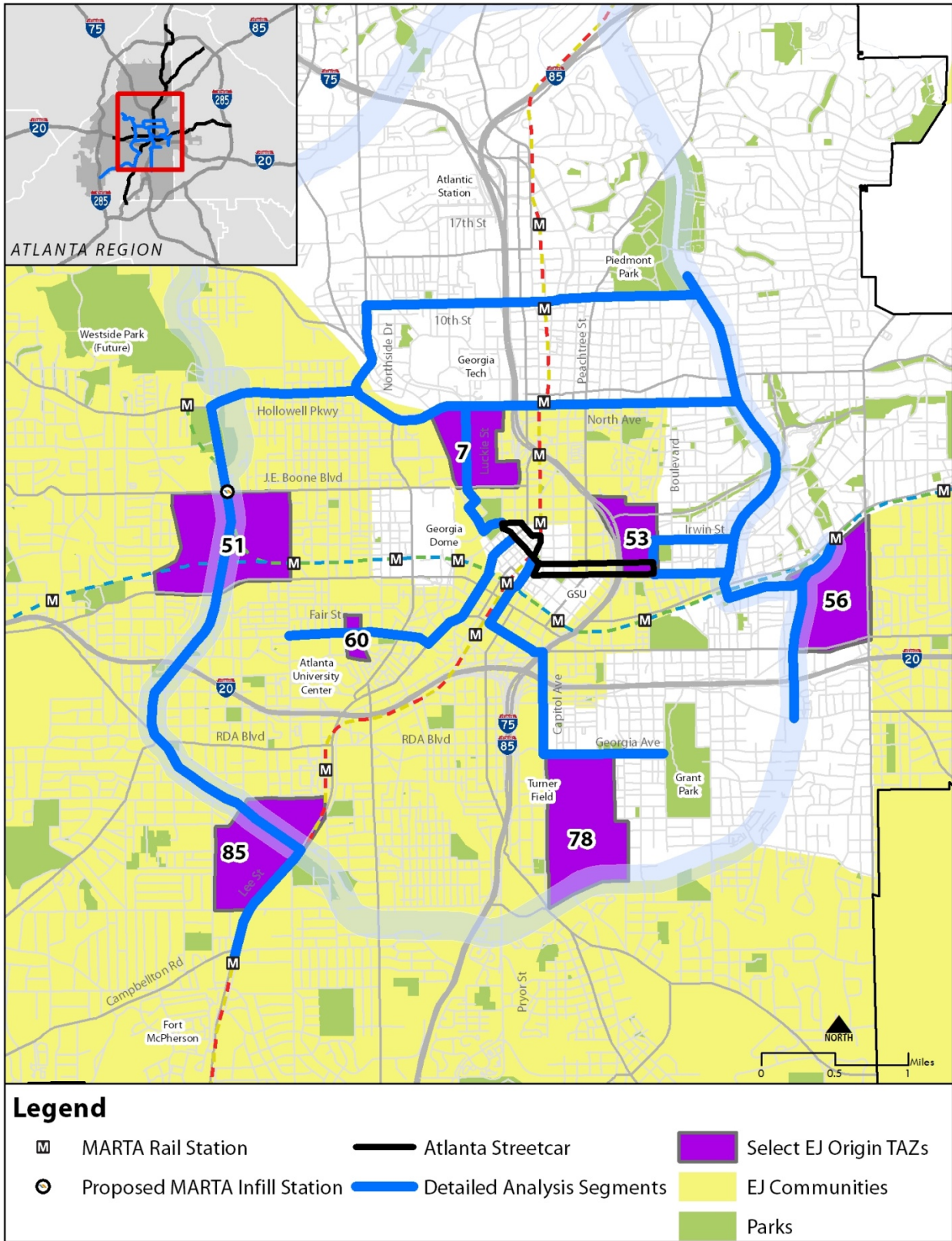
The most substantial increase in job accessibility was along the West BeltLine, where a combination of the Crosstown/Midtown, West Atlanta BeltLine, and Southwest Atlanta Beltline all increase the 30-minute employment catchment by 17,000 to 22,000 jobs. The build scenarios were also projected to increase job access along North Avenue and Luckie Street by 12,000 to 18,000 jobs. The greatest increase in job access on a percentage basis was found for Downtown / Grant Park, where the 30-minute employment catchment was increase by 44%.

Table 4: Employment within 30 Minute Transit Trip of Selected EJ Zones

Segment / Modeling Scenario	TAZ 7 - Luckie / North Avenue	TAZ 51 - West BeltLine	TAZ 53 - Irwin	TAZ 56 - Southeast Atlanta BeltLine	TAZ 60 - Atlanta University Center	TAZ 78 - Downtown-Grant Park	TAZ 85 - Southwest Atlanta BeltLine	TOTAL
No Build	280,618	175,383	255,390	202,663	200,570	34,814	156,797	
Downtown Ext. West	286,200		257,933					
<i>Increase from No Build</i>	5,582		2,543					8,125
<i>% Increase</i>	2%		1%					1%
DT Ext. East & East BeltLine	282,654		262,521	203,553				
<i>Increase from No Build</i>	2,036		7,131	890				10,057
<i>% Increase</i>	1%		3%	0%				0%
W. BeltLine & Crosstown/Midtown on North Ave	298,996	193,217	260,335					
<i>Increase from No Build</i>	18,378	17,834	4,945					41,157
<i>% Increase</i>	7%	10%	2%					3%
W. BeltLine & Crosstown/Midtown on 10th St	293,248	193,217	260,335					
<i>Increase from No Build</i>	12,630	17,834	4,945					35,409
<i>% Increase</i>	5%	10%	2%					3%
SE BeltLine	282,654		262,521	203,374				
<i>Increase from No Build</i>	2,036		7,131	711				9,878
<i>% Increase</i>	1%		3%	0%				1%
SW BeltLine	299,156	197,632	260,335				158,050	
<i>Increase from No Build</i>	18,538	22,249	4,945				1,253	46,985
<i>% Increase</i>	7%	13%	2%				1%	4%
AUC	281,975	175,596	255,416		203,477			
<i>Increase from No Build</i>	1,357	213	26		2,907			4,503
<i>% Increase</i>	0%	0%	0%		1%			0%
Downtown / Grant Park						50,190		
<i>Increase from No Build</i>						15,376		15,376
<i>% Increase</i>						44%		1%



Figure 32: Selected EJ Origin Zones



5 Summary of EJ Analysis

Table 5, below, provides a summary of the average EJ indicators for each SSP segment. In general, most of the SSP segments selected for detailed analysis serve EJ communities as designated by ARC’s ETA analysis. The East Atlanta BeltLine, Southeast Atlanta BeltLine, and 10th Street segments generally do not serve tracts with high EJ populations, while the rest of the segments serve tracts ranging from medium ETA status to very high ETA status. The highest incidences of EJ populations reside in the west and southwest regions of the study area, while the north and northeast regions have lower incidences of EJ populations.

As indicated in Table 5, each SSP segment, with the exception of the East Atlanta BeltLine, is adjacent to census tracts with average poverty levels at or above the regional average of 11.8%. Tracts adjacent to the Crosstown/Midtown, West Atlanta BeltLine, Southwest Atlanta BeltLine, Atlanta University Center, and Downtown / Grant Park segments are above the regional average of 52% in terms of minority population. Average percent travel time savings from the EJ communities along the segments ranges from no savings to 12 percent savings. Additional jobs within a 30 minute transit trip ranges from 700 to over 22,000.

Table 5: Summary of EJ Indicators

	Segment								
	Downtown Extensions	Crosstown /Midtown	East Atlanta BeltLine	West Atlanta BeltLine	SE Atlanta BeltLine	SW Atlanta BeltLine	AUC	Downtown / Grant Park	10 th Street
Average ETA Index	9 Med.	10 Med.	6 Low	14 High	7 Low	13 High	12 High	9 Med.	7 Low
Total Poverty	6,591	14,221	3,033	11,695	5,728	5,728	4,119	3,675	5,106
% Poverty	22%	25%	9%	38%	20%	33%	30%	23%	13%
Total Minority	15,325	34,278	7,331	29,470	6,484	16,681	12,027	10,137	12,640
% Minority	51%	59%	23%	96%	35%	95%	87%	64%	33%
Average Percent Travel Time Savings	2 - 5%	4%	5%	4%	12%	9%	0%	2%	1%
# Additional Jobs within 30 Minute Transit Trip	7,100 – 8,100	18,400	N/A	17,800	700	1,200	2,900	15,400	N/A

Figure 33: Average ETA Indices by Segment

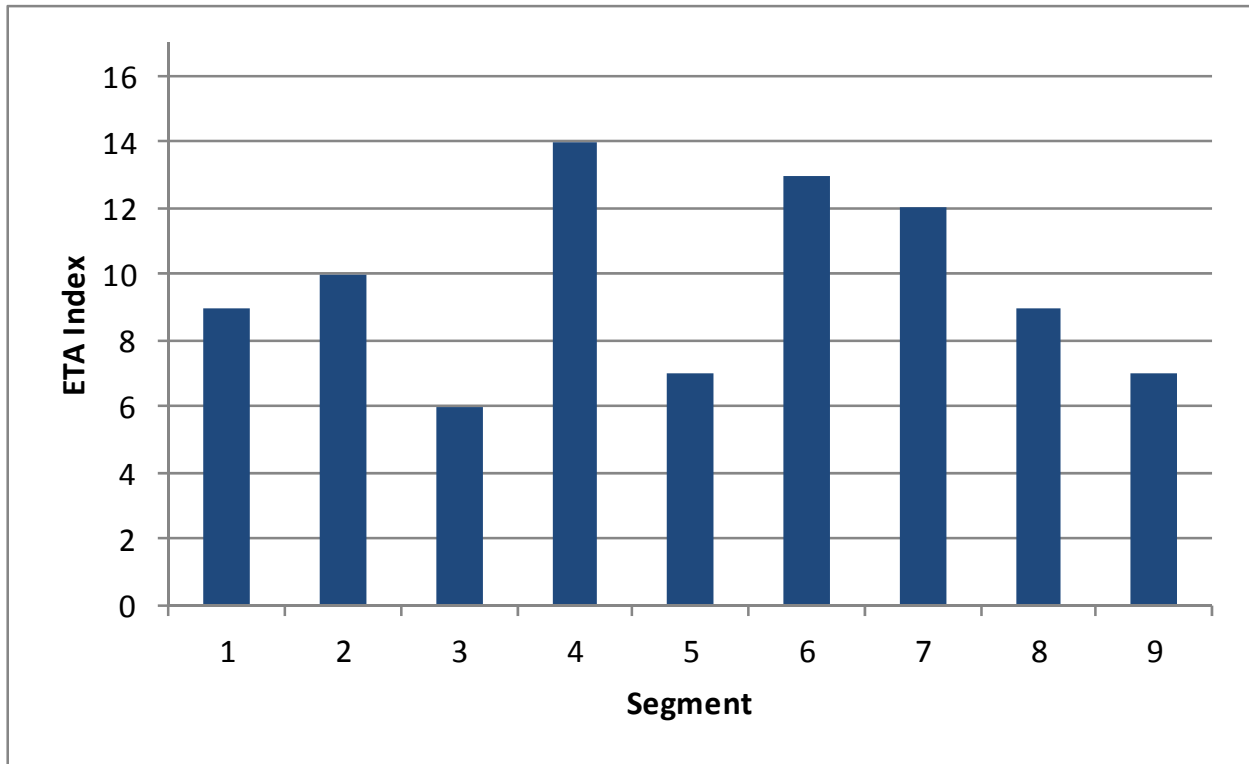
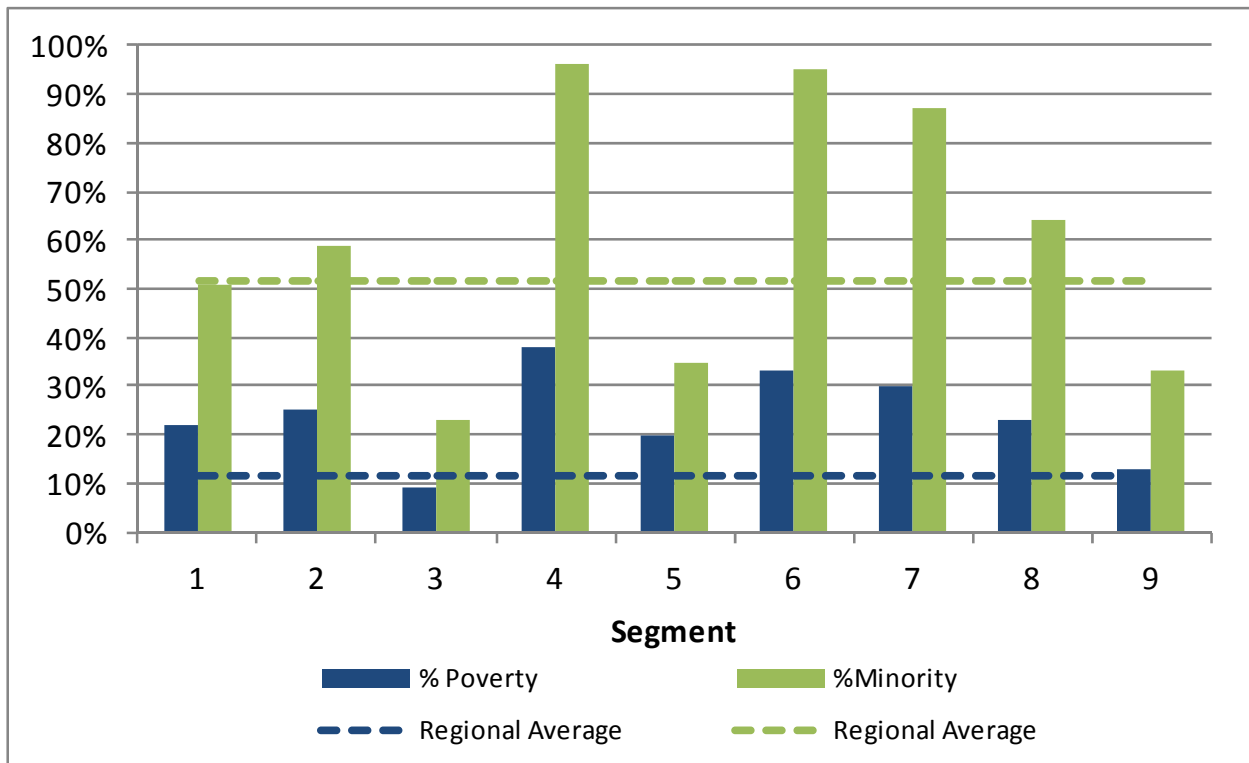


Figure 34: Average Poverty and Minority Percentages by Segment



In summary, most of the SSP segments evaluated have at least moderate levels of EJ populations residing in adjacent census tracts relative to the Atlanta regional average. While the net effect of implementing these transit projects will certainly be positive in terms of providing additional accessibility and mobility options and investment opportunities to disadvantaged communities, efforts should be taken throughout the implementation process to mitigate any adverse or disproportionate impacts to these communities.

