The site for the new development was previously occupied by an old steel mill that began in 1901 and closed operation in 1998. Consequently, the site was highly contaminated and it was part of the developer’s proposal to clean it up. The project was also seen as a Transportation Control Measure and was undertaken under Atlanta’s air quality problem.

Not a traditional project and therefore ripe for CSD:

1. Anticipated problems - Greenlight Team made up of Federal, State, Local, and consulting/development members, solved problems before they happened and communicated with all the stakeholders.

2. Technical Advisory Team - Made up of GDOT employees and consultants working on the job. They met every two weeks and then once a month to discuss problems, i.e. how to build a bridge over 450,000 cars.

3. Citizen Input - Not limited to but including various groups: Neighborhoods, Businesses, Citizen’s Advisory Committee. Their charge was bridge aesthetics.

4. Continued Public Involvement - Update Public on status; 14th Street Corridor Concerns: laneage, operations, property/business impacts, pedestrian corridor; 15th Street/HOV Access (grew out of 14th street corridor concerns): access to and from the North, Access to and from the South, I-85/75 typical section, HOV vs. SOV in 15th street operations; Aesthetics was a concern of the leadership of the Midtown Alliance.

5. Secondary Impacts - Unusual project in that the secondary impacts were analyzed, identifying and addressing the concerns of the peripheral area:
   - Ansley Park External Study: Gateway treatments (3 intersections), streetscapes, transit, traffic signal coordination, and other transportation improvements
   - Projects Beyond the Immediate Study Area have an impact on the neighborhoods and the project or which the project impacts. Possible new projects, like SR 13 Buford Highway Connector Widening (lifeline coming out of Midtown); Improve access to and from Monroe Drive.

6. Issues - Needs vs. Desires
   - Needs - GRID Network (vehicles & pedestrians), Connectivity, Multimodal Solutions including transit and bicycles within the typical section and a future area for light rail that could be placed on the bridge, Access across the interstate, Access from the interstate, and Protect the neighborhood.
   - Desires - Aesthetically pleasing, safe, gateway to Atlanta, unobtrusive design, bridge over Spring Street
7. Project Schedule - Year and a half from project concept to the plans (a typical process is equal to or greater than five years).

**Case Study -- 17th Street Bridge into Atlantic Station (Atlanta, GA)**

Laneage was a compromise: GDOT ran a capacity analysis and developed a plan based on that analysis. They were asked to make 22 changes (lane drops, aesthetics, and pedestrian issues, etc.) analyzed each request and ran the traffic model with each request and registered what that did to the level of service to the whole network. Then ran the plausible ones together and found that in some instances there was not an acceptable level of service by the book, but it was an acceptable level of service for the operations, thus 17 of the 22 restrictions were accepted. Typical section: bus lane on the outside, two through lanes on either side of the center line, a 22 foot sidewalk to one side and a 30 foot sidewalk on the other (future corridor for light rail).

Amenities: GDOT employed a citizen's advisory committee (CAC) to help with design of the bridge. They investigated different styles of bridges. Settled on stainless steel canopy, wide sidewalks, planters, canopy left off of north side of bridge to accommodate future light rail system. Decorative light poles using roadway lighting, and landscaping. The CAC picked the yellow color for the bridge. All the details on the bridge were chosen by the Citizen's Advisory Committee.

GDOT has discovered that CSD is a strategy that takes effort. Public involvement must be strategized. It is very important to choose the right people for your Citizen's Advisory Committee. They need to be people who network with their community and listen and ask questions, and they must believe in being part of a team. The public does not know what the DOT does or how they do it. Educating people about design criteria and the "whys" and "hows" goes a long way to understanding.