



Questions & Answers

Northeast Study Group

Northeast Trail Design and Construction Updates

5.14.20

1. **Q:** When will there be rail on the BeltLine?
A: This section of the BeltLine Transit is in the More MARTA funding program. I apologize that I misspoke in the meeting; the most recent More MARTA program schedule shows BeltLine Northeast Light Rail Transit in operations in 2037.
2. **Q:** How will the Northeast Trail Connect to Peachtree Hills?
A: That remains to be determined. Once the trail goes over Peachtree Creek and CSX railroad, it is in Peachtree Hills. There are a lot of opportunities for different connections.
3. **Q:** Are there plans to install public restrooms on the BeltLine?
A: There has not been a plan to do this, as this creates a lot of maintenance and operations obligations. There are public restroom facilities in parks that are immediately adjacent to the trail. It could potentially be a duplicative service since there are many restaurants and businesses along the trail.
4. **Q:** Is the funding for the next section of the trail still in the pipeline or has it been upended by the impact virus lockdown will have on public funds?
A: We are currently in budget season. We are still trying to determine where this fits in the budget. We are looking at a few creative options to move this forward in the next fiscal year. We do not yet know what level of impact COVID will have on future budgets.
5. **Q:** How many persons are attending this virtual meeting?
A: This virtual meeting peaked at 170 attendees between Zoom and Facebook live.
6. **Q:** Are there any improvement plans for Peachtree Hills Park?
A: We do not have a project planned for Peachtree Hills Park at this time.
7. **Q:** When will Mayson to Westminster be open for pedestrians, bicyclists, etc. to use?
A: The paved concrete trail should be done in July and the ramp should be done in August and ready for use, with interim gravel trail connections to Mayson and Westminster. In the meantime, please stay out of the construction site.
8. **Q:** How will the multiple grade changes be dealt with to make the evenness of the trail useable for all people.
A: At this level of design, we have stayed within 5% or less for the design to comply with the Americans with Disabilities Act. As we shift from planning-level data to field-run survey data, we may end up at steeper grades (8% max) allowed by bicycle/trail design guidelines to ensure we can get over/under a particular obstacle.



9. **Q:** What's the timing on starting construction of the trail from the current closure point near Ansley Mall south to Westminster Drive?
A: The timing for this segment has not been finalized. We will have more information once the budget is approved.
10. **Q:** When is design for the Piedmont Park segment expected to be completed? Is there an anticipated construction start date?
A: This section is still in concept validation. Once concept validation is completed this summer, we plan to have construction documents within 2 years. We do not yet have construction funding identified for this segment.
11. **Q:** What is a fiber duct bank?
A: A fiber duct bank is a flexible duct system for fiber optic cables to run through. Communications cables are thread through plastic conduits, and some are reserved for future transit and lighting and camera cables. It is owned by the BeltLine.
12. **Q:** Given that this portion of the Beltline is going through an area of Atlanta which is already viewed as having income disparities, what measures are being taken to ensure that stays in line with the design standards already set forth and combat the idea that the Beltline serves as a divisive mechanism?
A: This portion of the trail will be different because it does not have the abandoned railroad corridor, so it will be a lot windier as we weave our way around existing infrastructure. The BeltLine connects over 45 different neighborhoods which are all diverse so each section of the trail will be a little different. The materials palette we use will be the same throughout the entire BeltLine, to help tie all the differences together aesthetically.
13. **Q:** How will Northeast Trail connect to the Tanyard Creek section?
A: It will connect but the alignment has not been finalized.
14. **Q:** What are the BeltLine's plans to provide parking along the Northeast Trail?
A: Historically, the BeltLine has not gotten involved in parking, whether for cars, bikes or e-scooters. There are many ways to get to the BeltLine without needing to park a car, but parking is a function of the zoning of the adjacent developments.
15. **Q:** You noted the connection to PATH400, and Peachtree Creek Greenway is considered a spur line. Will the spur line be funded as part of the mainline project?
A: Although it has not been determined yet, we hope that it will be funded as a part of the mainline project.
16. **Q:** Does the BeltLine or the City of Atlanta issuing fence permits to homeowners along the trail from Mayson to Westminster?
A: The BeltLine does not issue permits. There is a zoning overlay that prohibits certain types of fencing. The Design Review Committee ensures the applicants are adhering to the overlay requirements.



17. **Q:** What is a sky hook?

A: (noun) A structural engineering device that provides an object the ability to hang from the sky. Like the portable hole, it does not exist, though we all wish it could.