NORTHEAST + NORTHSIDE STUDY GROUP

Northeast Trail Updates

July 15, 2021

@ 6:30pm

@atlantabeltline
@atlantabeltline
@atlantabeltline
• Your line is muted, and you won’t be able to share your video or screen during the meeting.
• A recording of this meeting, the presentation, a copy of tonight’s Q&A and all other supporting materials will be made available online at www.beltline.org/meetings.
• If you are having technical difficulties during the meeting, please email engage@atlbeltline.org.
• The Legacy Resident Retention Program aims to mitigate displacement by helping current homeowners pay property tax increases.

• Residents who live in the designated program areas along the southern and western neighborhoods of the BeltLine who meet the following criteria are eligible for relief:
  • Currently living in their home
  • Lived there before March 2017
  • Have an annual household income below 100% of AMI
Juvo Jobs:

- Juvo360 helps residents find hyper-local work inside their communities. Download the Juvo Jobs app and apply for jobs on your mobile device. Whether walking, driving, or taking public transportation, the app alerts you about job openings nearby. The Juvo Jobs app also assists businesses by sharing their openings to talented people who are near them.

Visit beltline.org/workforce-partnerships or call 404-446-4404
Poll Question #1

What neighborhood do you live in?

- Peachtree Heights East/Garden Hills
- Brookwood Hills/Peachtree Hills
- Lindbergh-Morosgo/Lindridge-Martin Manor
- Armour Ottley
- Ansley Park/Sherwood Forest
- Morningside-Lenox Park/Piedmont Heights
- Midtown/Virginia Highland
- A BeltLine neighborhood in the City of Atlanta not on this list
- A neighborhood in the City of Atlanta not on this list
- A neighborhood not in the City of Atlanta
Poll Question #2

How do you feel about the BeltLine coming to Northeast Atlanta?

- Thrilled
- Happy
- No opinion
- Apprehensive
- Upset
Poll Question #3

How many BeltLine meetings have you been to?

- None
- 1-4 meetings
- 5 or more meetings
Poll Question #4

How would you rate your knowledge of the BeltLine's full portfolio of projects?

- I'm an expert.
- I know more than most people.
- I don't know a lot, but I want to learn more.
- I don't know anything about the BeltLine.
ATLANTA BELTLINE VISION

Vision: to be the catalyst for making Atlanta a global beacon for equitable, inclusive, and sustainable city life.

- $10 BILLION in economic development
- 22 MILES of pedestrian-friendly rail transit
- 1,300 ACRES of new green space
- 33 MILES of multi-use, urban trails
- 48,000 CONSTRUCTION JOBS
- 1,100 ACRES of environmental clean-up
- 5,600 UNITS of affordable workforce housing
- 30,000 PERMANENT JOBS
- EQUITY AND INCLUSION
- PUBLIC ART
- COMMUNITY ENGAGEMENT
A QUICK REFRESHER...

Northeast Trail

Design Effort Update

From I-85 to MARTA Lindbergh

Physical Constraints
- I-85/Buford Hwy
- MARTA Red/Gold Line
- MARTA Armour Yard
- Norfolk Southern Rail
- CSX Rail
- Peachtree Creek

System Connections
- BeltLine Program of Projects
- Regional Trail Network
- MARTA Transit System
WHERE WE HAVE BEEN...

Northeast Trail Design Effort Overview

- 2018
  - Project Kick-Off
- 2019
  - Alternatives Analysis (Universe → 42 → 5 → 2)
- 2020
  - Preferred Alignment Selection
Northeast Trail Design Basis

From I-85 to MARTA Lindbergh

- Trail and Transit diverge at the WYE
- Railroad could accommodate Trail

Original Preferred Alternative
Welcome > Northeast Trail Updates > Questions & Answers > Meeting Wrap Up

Where We Have Been...

Northeast Trail
Original Preferred Alignment

Atlanta BeltLine Northeast Corridor South Tunnel - Bridge Over Tracks

- Cafe Bridge must be a minimum distance of 5'-6" from centerline of both adjacent tracks.
- Use of temporary bridge as a minimum distance from 5'-6" to 10'-0" is preferred. 5'-6" bridge distance will be offset proportionally from centerline of bridge at time of construction.
- Flow within 25'-0" from the centerline of both closest track will remain open walls.
- Trail bridge width of 10'-0" can be reduced by reducing bridge and clearing space the south tunnel to give the desired bridge clearance of 25'-0" to the bottom of infrastructure. Bridge width within 25'-0" in centerline of both adjacent tracks 14'-0" opening of 25'-0" at   bridge.
- Existing Ballast Tunnels will be blocked when approaching from the north, and reducing distance with slight deviation in tunnel.
- Perspective forces on the bridge is reduced when the bridge is within 25'-0" of the adjacent track.
- This trail alternative does not impact and allowance in bridge tracks.
- The north tunnel is left available for future connection.
- There is potential for streambeds impacts between the road tracks and utility drive businesses.
WHERE WE HAVE BEEN...

- 2020
  - Preferred Alignment Selection
    - Trail bridge location over NS could not be accommodated
- 2021
  - ABI and NS continued to discuss options.
  - ABI identified potential opportunities with adjacent property owners.
  - ABI performed additional Alternatives Analysis.
Northeast Trail

How To Salvage the Preferred Alignment?
**Northeast Trail**

**How To Salvage the Preferred Alignment?**

- Trail uses Southwest WYE tunnel but goes north to go south to go north.
- NS Yard would have to be rebuilt.
- Private property impacts prevented assembly of a continuous corridor between NS and A-O.
Northeast Trail

Fundamental Assumptions can prove to be wrong.

From I-85 to MARTA Lindbergh

**ADJUST TO REALITY...**

- Trail alignments that daylit from the southwest tunnel under I-85 were not able to be accommodated.
  - Narrow ROW
  - Yard Impacts
  - Maintenance Road
  - Railroad Signal
  - Amtrak Service
  - Constraining Infrastructure Owned by Others

- ABI developed two new trail alternatives that used the northeast tunnel under I-85
  - Results in a single-track transit condition
Alternative 2

Northeast Trail

Where to Cross Over Norfolk Southern Railroad?
Where to Cross Over Norfolk Southern Railroad?

- Trail uses Northeast WYE.
- NS can accommodate trail in this location.
- Grade-Separated crossing of Armour Drive.
- Vertical circulation provides access to A-O.
ALTERNATIVE 3

Northeast Trail

Cross Under Norfolk Southern Railroad Instead?
Northeast Trail Cross Under Norfolk Southern Instead?

• Trail uses Northeast WYE tunnel.
• Requires a new tunnel to be bored under MARTA and Norfolk Southern.
• Mainline Trail would cross Plasters Avenue and Armour Drive at-grade.
• Mainline Trail would cross the 3 concrete plant driveways at-grade.
## Comparison of Alternatives

<table>
<thead>
<tr>
<th>Differentiator</th>
<th>Alternative 1</th>
<th>Alternative 2</th>
<th>Alternative 3</th>
</tr>
</thead>
<tbody>
<tr>
<td>WYE Tunnel Location</td>
<td>Southwest</td>
<td>Northeast</td>
<td>Northeast</td>
</tr>
<tr>
<td>Trail User Experience</td>
<td>High</td>
<td>Medium</td>
<td>Low</td>
</tr>
<tr>
<td>Separation From Traffic</td>
<td>Medium</td>
<td>High</td>
<td>Low</td>
</tr>
<tr>
<td>Direct Property Access</td>
<td>High</td>
<td>Low</td>
<td>Medium</td>
</tr>
<tr>
<td>Impacts to NS Infrastructure</td>
<td>High</td>
<td>Low</td>
<td>Medium</td>
</tr>
<tr>
<td>Impacts to Future Transit</td>
<td>Low</td>
<td>Medium</td>
<td>Medium</td>
</tr>
<tr>
<td>Construction Cost</td>
<td>Exceeds Budget</td>
<td>Meets Budget</td>
<td>Meets Budget</td>
</tr>
<tr>
<td>Mainline Trail Length</td>
<td>3.7 miles</td>
<td>2.7 miles</td>
<td>3 miles</td>
</tr>
<tr>
<td>Spur Trail Network Length</td>
<td>1.3 miles</td>
<td>2 miles</td>
<td>1.8 miles</td>
</tr>
</tbody>
</table>

**Determination**
- **Dropped**
- **Preferred**
- **Set Aside**
COMPARISON OF ALTERNATIVES

Alternative 1

Alternative 2

Alternative 3
WHERE WE ARE GOING...

- **2021**
  - Approved Concept Report
  - Begin Preliminary Design Phase
- **2022**
  - Preliminary Field Plan Review
  - Approved Environmental Document
  - Begin Final Design Phase
  - Begin Property Acquisitions
- **2023**
  - Final Field Plan Review
  - Coordination and Permitting
- **2024**
  - Certifications, Authorization, and Construction Letting
Phone Attendees
• Press *9 on telephone keypad to “raise your hand” during the Q&A to indicate you want to speak. Facilitator will unmute your mic.

Online Attendees:
• Submit a question or comment any time in Q&A box.
• The “raise your hand” feature is available to all Zoom participants however we are prioritizing phone attendees.

Facebook Live Attendees:
• Please feel free to participate in the “Comments Section.” Someone on our staff will make sure I see your questions.
Poll Question #5

How did you hear about this meeting?

• Email from Atlanta BeltLine, Inc.
• Social Media
• Communication from a family member, friend or neighbor
• Other
Poll Question #6

What is your preferred method or methods of communication?

• Email
• Social Media
• Automated Phone Call
• Text Message
• US Postal Mailing
Poll Question #7

Was this meeting helpful?

- Yes
- No
- No opinion
THANK YOU!
**Progress Update:**
- BeltLine Loop
- Connector Trails
- Parks
- Streetscapes
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