



Westside Study Group – Westside Trail Extension along Marietta Boulevard Live Questions and Responses 2.25.2021

Presenters made every effort to answer as many questions from attendees as possible live during this virtual meeting. The questions and answer portion of this meeting can be replayed [here starting at time stamp 40:50](#). All questions that were not answered before the meeting ended are reflected and answered below.

Live Questions and Responses

Westside BeltLine Connector Trail

1. Where will transit go in this area?

A. The final transit alignment has not yet been determined between MARTA Bankhead and MARTA Lindbergh. In 2021, following an amendment to an existing federal transit grant, ABI will be issuing a procurement for engineering services to help ABI/City/MARTA to determine several potential transit alignments. Those alignments would be brought to the community thru forums such as this, for feedback before a preferred alignment is finally determined.

2. Will there be access to the beltline north of Marietta Blvd/Huff Rd by way of road improvements and dedicated bike lanes/sidewalks to connect with Hills Park neighborhood?

A. The trail alignment north of Huff Road is not yet fully defined. Similar to transit, because there is no abandoned railroad corridor between Huff Road and MARTA Lindbergh, ABI will be procuring engineering services to develop multiple trail alignments between these points. These alignments would be presented to the community thru these types of forums for feedback. It is not likely that mainline BeltLine trail would directly serve Hills Park, but as a trail network builds out, spur trails could provide that connectivity.

3. Is there a plan to connect the Westside Beltline Connector to the Proctor Creek Greenway at the Westside Park as shown in the diagram?

A. PATH is reviewing options to connect the trail to the Proctor Creek. Plans will be presented as we work with new property owners, City of Atlanta, as well as Georgia Power for this connection.

Neighborhood Connections, Crosswalks & Pedestrian Crossing

4. Most of the completed Beltline does not have a separate bike lane, it's just one shared width. The Bill Kennedy segment has a different configuration, there are separate concrete sidewalk and asphalt areas with the asphalt being split by a painted yellow line.

**Please note, questions listed here have been transcribed verbatim with minor edits to punctuation and spelling.*



It's not clear if the asphalt area is reserved for bikes. If it is, it's problematic because the actual concrete sidewalk is very narrow in some places, only 2 ft or less, and pedestrians will definitely spill over to the asphalt which creates conflicts between bikes and peds. Are there similar configurations on this segment and if so, how can the ped/bike conflict be addressed?

A. The BKW facility was intentionally designed to be multi-modal, for ped and bike use, because the existing sidewalks are narrow and have numerous utility impediments within them. For Marietta Boulevard, we propose to construct something quite similar to the Westside Trail, a completely shared facility without a painted centerline, but with a sand-blasted centerline.

5. What is the status of the beltline section from Washington Park to DL Hollowell Pkwy? What is the anticipated construction begin date?

A. The effort is under design now and will likely take another year for us to compile full construction documents. Assuming 6 months for permitting, and funding for construction is available, construction could start in about 18 months.

6. The old paper plant just to the east of this segment is being renovated and the developers advertise that there is a Beltline segment going there. Is that a future spur trail they are talking about?

A. That is a planned spur trail, connecting Jefferson Street near Lowery Blvd, to West Marietta Street, near the water tank.

7. Is the portion of Marietta Road from Huff to Marietta St going to be reduced to 3 lanes?

A. Marietta Blvd, between Huff Road and West Marietta Street will remain 4-lane, but the lanes will be slightly narrowed to create space for a 10' wide side path along the western edge of the bridge of the railroads.

8. The crossing at Hall & Foster is a great addition! Will there be cameras in this area? This crossing is at the front door of many family homes.

A. The construction plans include lighting and security cameras for the trail, with camera vistas intended to stay within the Marietta Blvd right-of-way and the trail itself.

Other

9. I saw something recently about a proposed spur trail that is slated to run to the west of Joseph E Lowery, east of QTS. Can you please speak to any detail on this spur trail?

A. That is a planned spur trail, connecting Jefferson Street near Lowery Blvd, to West Marietta Street, near the water tank. At this point, we have only performed sufficient design to show that the concept is technically feasible. There is significant grade differential between the finished floor elevation of the Mead/WestRock redevelopment and the elevation of West Marietta Street.

10. Any plans to update Howell Mill Road with Bike Lanes in order to get one from Marietta to the railroad bridge north of the water reservoirs on Howell Mill.

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- A. We need a little more clarity around this question, but ATLDOT has a Howell Mill Complete Street project that puts bike lanes along Howell Mill Road in vicinity of the ponds.
<https://www.renewatlantabond.com/project/howell-mill-complete-street-6>

11. Where can I access tonight's presentation in the future?

- A. <https://beltlineorg-wpengine.netdna-ssl.com/wp-content/uploads/2021/02/FINAL-02-25-2021-Westside-Study-Group-Westside-Trail-Segment-3.pdf>

12. When will the beltline be extended south of Hollowell Pkwy?

- A. The effort to design trail north of Lena Street to north of DL Hollowell Pkwy is underway now. It will likely take another year for us to compile full construction documents. Assuming 6 months for permitting, and funding for construction is available, construction could start in about 18 months.

13. What about the future transit on this piece of the Beltline over the bridge?

- A. The final transit alignment has not yet been determined between MARTA Bankhead and MARTA Lindbergh. In 2021, following an amendment to an existing federal transit grant, ABI will be issuing a procurement for engineering services to help ABI/City/MARTA to determine several potential transit alignments. Those alignments would be brought to the community thru forums such as this, for feedback before a preferred alignment is finally determined. It is not yet certain that transit would cross this Marietta Blvd bridge over the railroads. A structural analysis of the structure would be essential to determine if a bridge refurbishment or replacement would need to be part of the transit project.

14. Can you discuss trail going down Trabert Ave near Monday Night Brewing?

- A. The trail alignment north of Huff Road and over to MARTA Lindbergh is not yet fully defined. Similar to transit, because there is no abandoned railroad corridor between Huff Road and MARTA Lindbergh, ABI will be procuring engineering services to develop multiple trail alignments between these points. These alignments would be presented to the community through these types of forums for feedback. It is possible that mainline BeltLine trail could run along Trabert Street, but if it does not, as a trail network builds out, spur trails and in-street facilities could provide that connectivity.

15. The bridge over the RR is over 70yrs old, near the end of its life-span, shakes a lot and has a hole large enough for a person or bike to fall through. Is your plan to replace the bridge or try to repair the bridge to be safer?

- A. The City of Atlanta has it second on its citywide priority list for replacement.

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