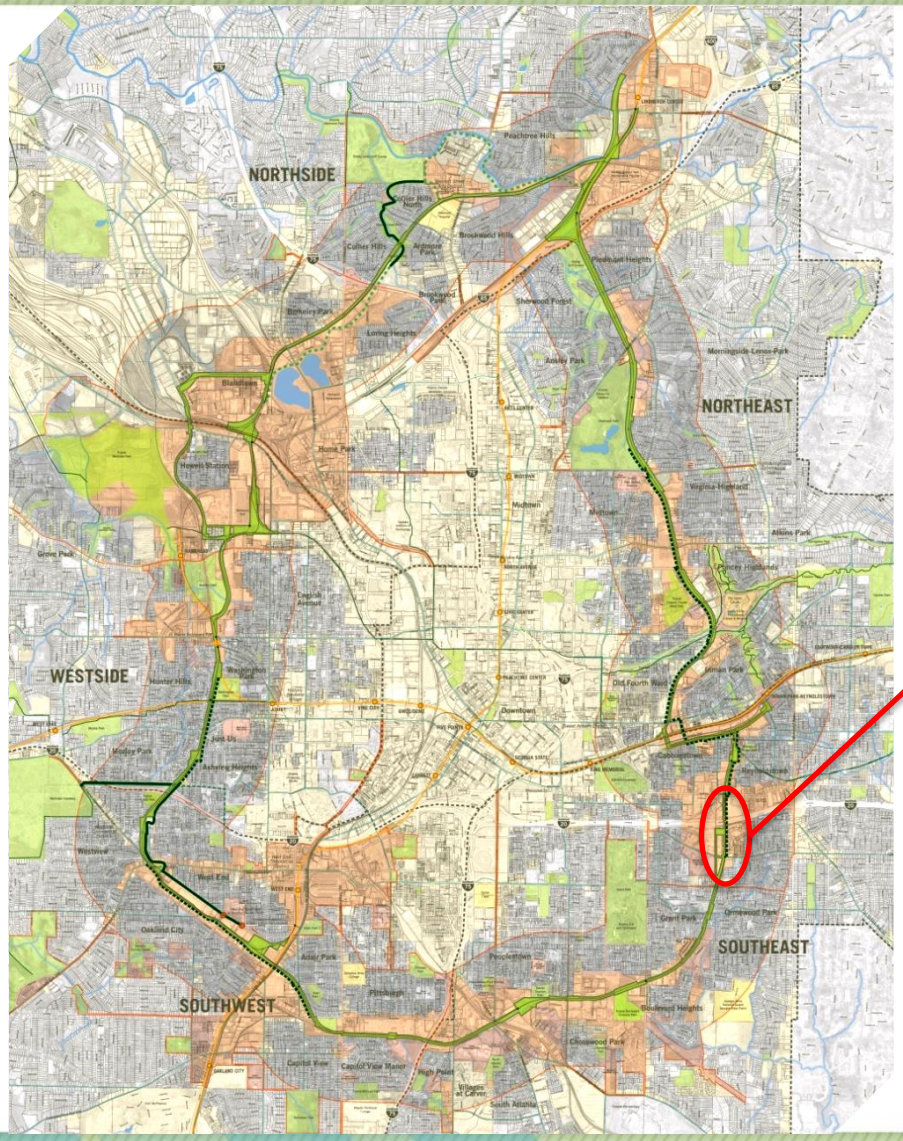
Atlanta BeltLine

// Southeast Study Group: Bill Kennedy Way

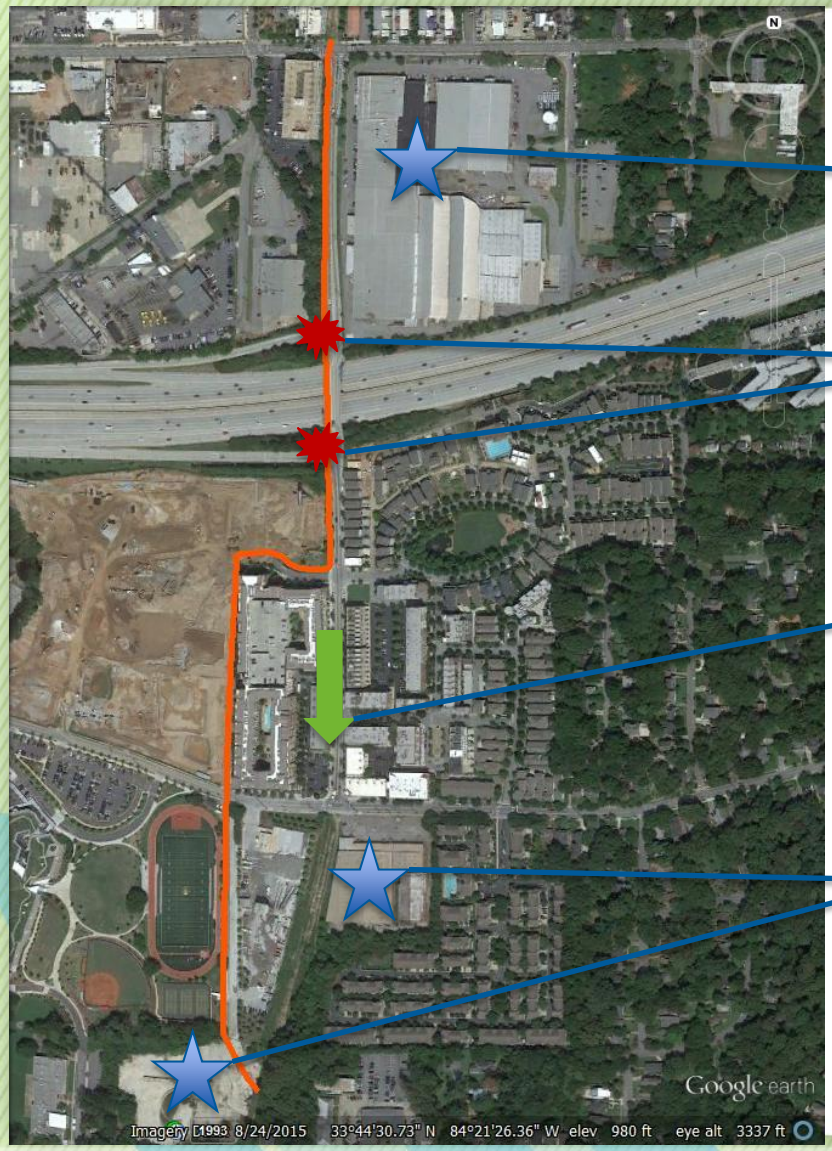
July 25, 2016

// Trails: Bill Kennedy Way



Bill Kennedy Way
Concept Refinement

// Trails: Bill Kennedy Way



New Development Opportunities

Conflict Avoidance

More Direct Corridor Connection

New Development Opportunities

// Trails: Bill Kennedy Way

- Project Scope: Review impacts associated with shifting the trail from the west to the east side of Bill Kennedy Way
- Project Schedule: 4 to 6 months
- Community Input to Concept: May 10th
- Report Out: September Time-Frame

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FOCUS AREA

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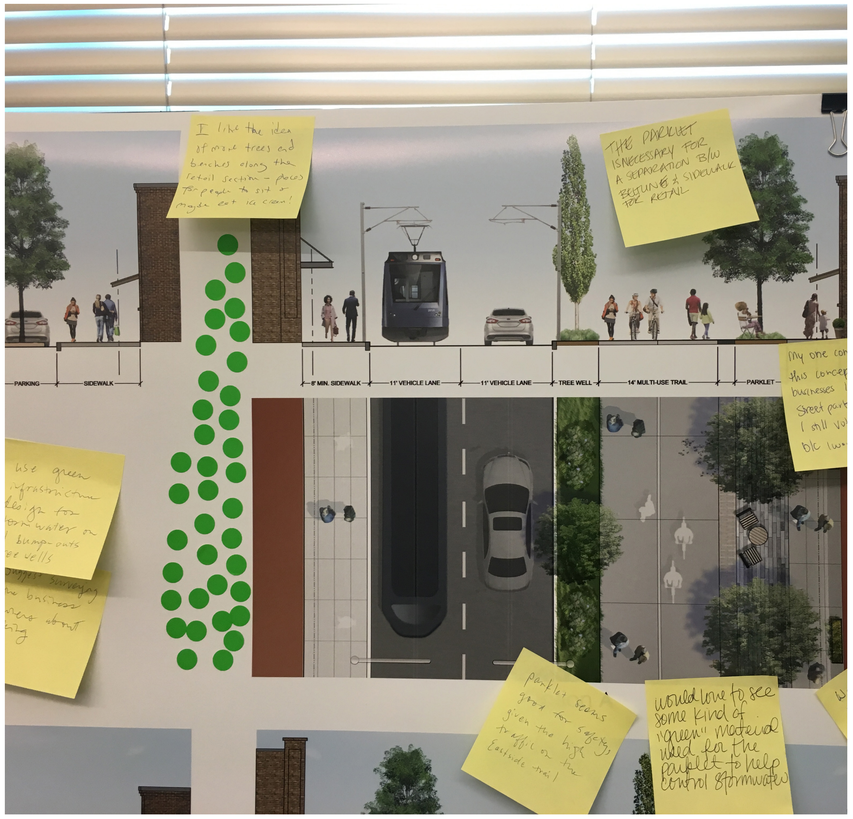
I like the idea of more trees and benches along the retail section - places for people to sit or, maybe eat ice cream.
THE PARKLET IS NECESSARY FOR A SEPERATION B/W SEATING & A SIDEWALK FOR RETAIL.
PARKING
SIDEWALK
8' MIN. SIDEWALK
11' VEHICLE LANE
11' VEHICLE LANE
TREE WELL
14' MULTI-USE TRAIL
PARKLET
Parklets seems good for safety given the high traffic on the Eastside trail
would love to see some kind of "green" material used for the parklet to help control stormwater

WEST
HYBRID

Key Map of Bill Kennedy Way
Existing Condition
Option B
Option C
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FAITH AVENUE TO GLENWOOD AVENUE - PLAN AND SECTION ALTERN

ADOPT A TREE
EXIT

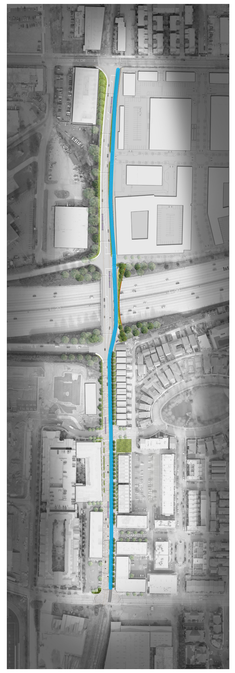
PUBLIC MEETING # 1 | TAKE-AWAYS

- EAST SIDE ALIGNMENT WAS PREFERRED
- MAINTAIN FULL WIDTH ATLANTA BELTLINE TRAIL SECTION
- REMOVE OR REDUCE ON STREET PARKING (MORE ROOM FOR ATLANTA BELTLINE)
- SEPARATE PEDESTRIAN BRIDGE AT I-20 CROSSING
- NEW PEDESTRIAN BRIDGE AS ART
- GREEN UP PEDESTRIAN BRIDGE, HELP BUFFER TRAIL
- ART-ANYTHING THROUGHOUT CORRIDOR (MURALS, SCULPTURE, HISTORICAL REFERENCES)
- LIKED PARKLET IDEA (TREES, SEATING, TRAIL BUFFER, GREEN INFRASTRUCTURE)
- SPACES FOR PEOPLE (SEATING, PLAZAS, SHOPPING)
- MAKE IT SAFE (MINIMIZE PEDESTRIAN / TRAIL CONFLICTS WITH CARS/TRAFFIC)

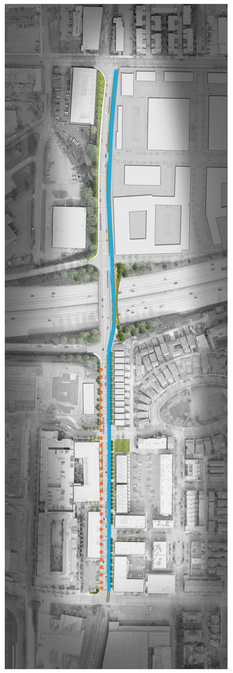
Bill Kennedy Way Alignment Options	# of major conflicts	# of moderate conflicts	# of minor conflicts	Conflict with Rails (not incl 90*)	Direct Connection	Considers All Users	Reduces Existing On-Street Parking	Compromise in Pedestrian Way on BKW	Consistent with City's Streetcar Exp Plans	weighting:	2	1	0	Total
A - East (No On Street Parking)	0	5	1	0	+	+	-	+	+		6	2	1	**14**
B - East (1/2 of Existing On Street Parking)	0	5	1	0	+	+	0	-	0		4	4	2	**12**
C - West (No On Street Parking)	2	4	0	1	+	0	-	+	+		4	3	2	**11**
D - West (1/2 of Existing On Street Parking)	2	4	0	1	+	0	0	-	0		2	5	2	**9**
E - West to Chester (Via Faith St)	2	5	0	1	0	-	+	0	-		2	4	3	**8**
F - East to Chester (Cross N of I 20)	2	6	0	0	-	-	+	0	-		3	1	5	**7**
G - East to Chester (Cross @ "North" Faith St)	0	7	0	0	-	-	+	0	-		4	1	4	**9**
H - East to Chester (Cross @ "South" Faith St)	0	6	1	0	-	0	0	0	+		3	4	2	**10**

*major conflicts = interstates
*moderate conflicts = entry ways into large developments/drive through/large retail areas/multifamily
*minor conflict=single family residential

A - EAST (NO ON STREET PARKING)



B - EAST (1/2 OF EXISTING ON STREET PARKING)



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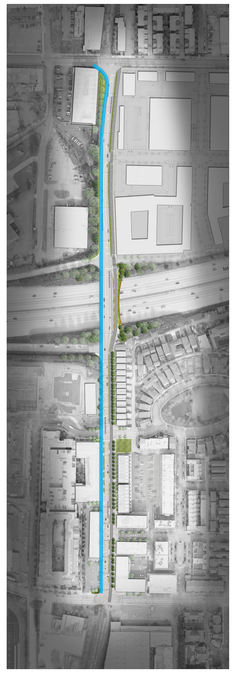
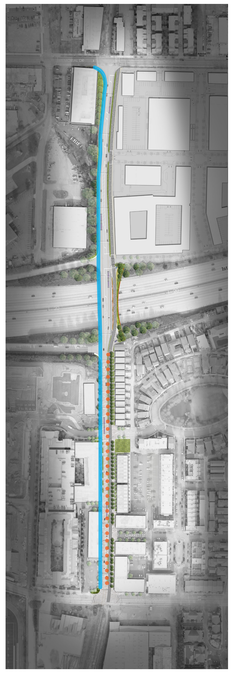
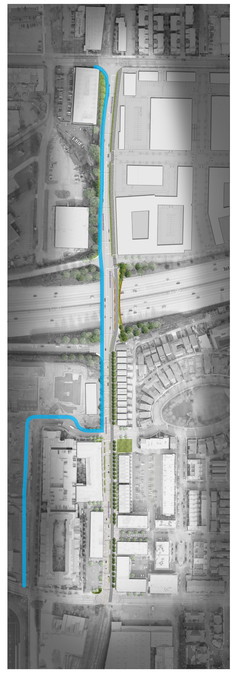


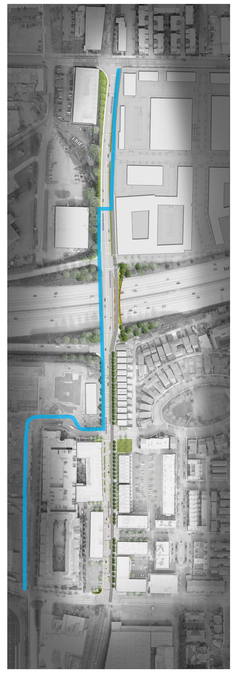
D - WEST (1/2 OF EXISTING ON STREET PARKING)



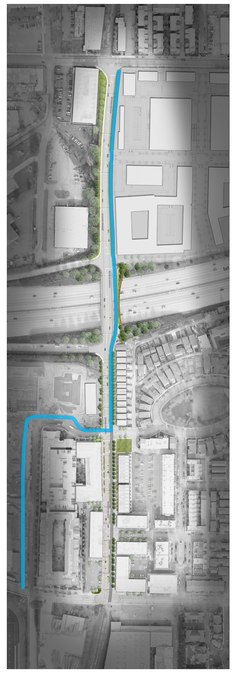
E - WEST TO CHESTER (VIA FAITH ST)



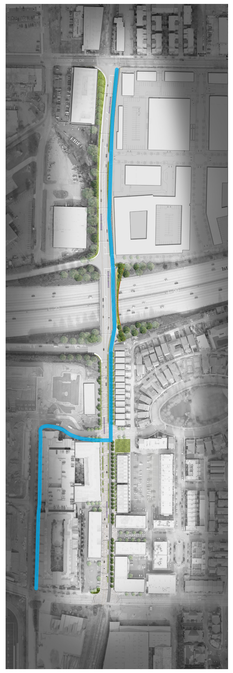
F - EAST TO CHESTER (CROSS N OF 1-20)



G - EAST TO CHESTER (CROSS @ NORTH FAITH ST)



H - EAST TO CHESTER (CROSS @ SOUTH FAITH ST)



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GLENWOOD TO I-20 BRIDGE, SECTION C

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SHARED STREET PLAN, MEMORIAL DRIVE TO GLENWOOD AVENUE

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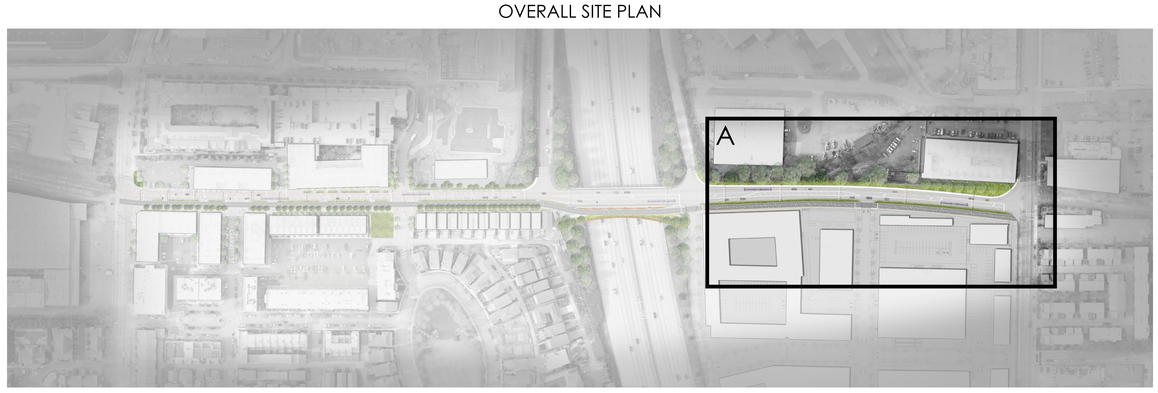
OVERALL SITE PLAN



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SHARED STREET PLAN ENLARGEMENT, NORTH OF I-20 BRIDGE

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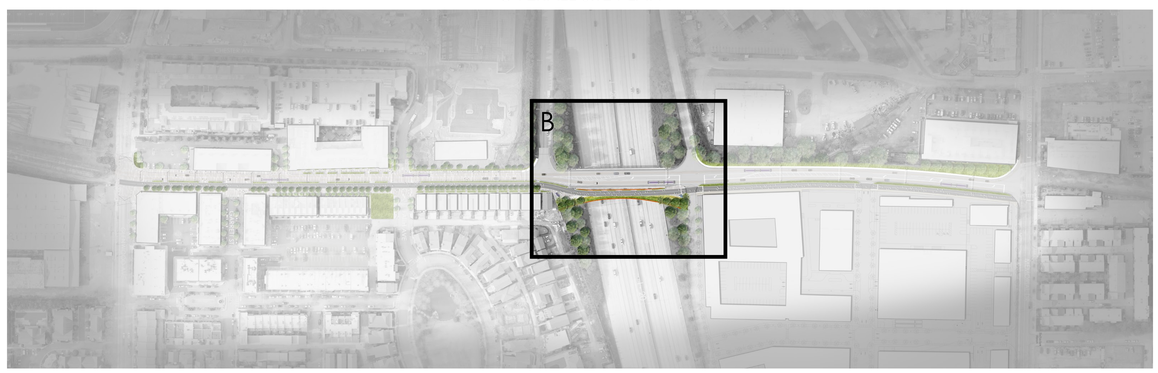
OVERALL SITE PLAN



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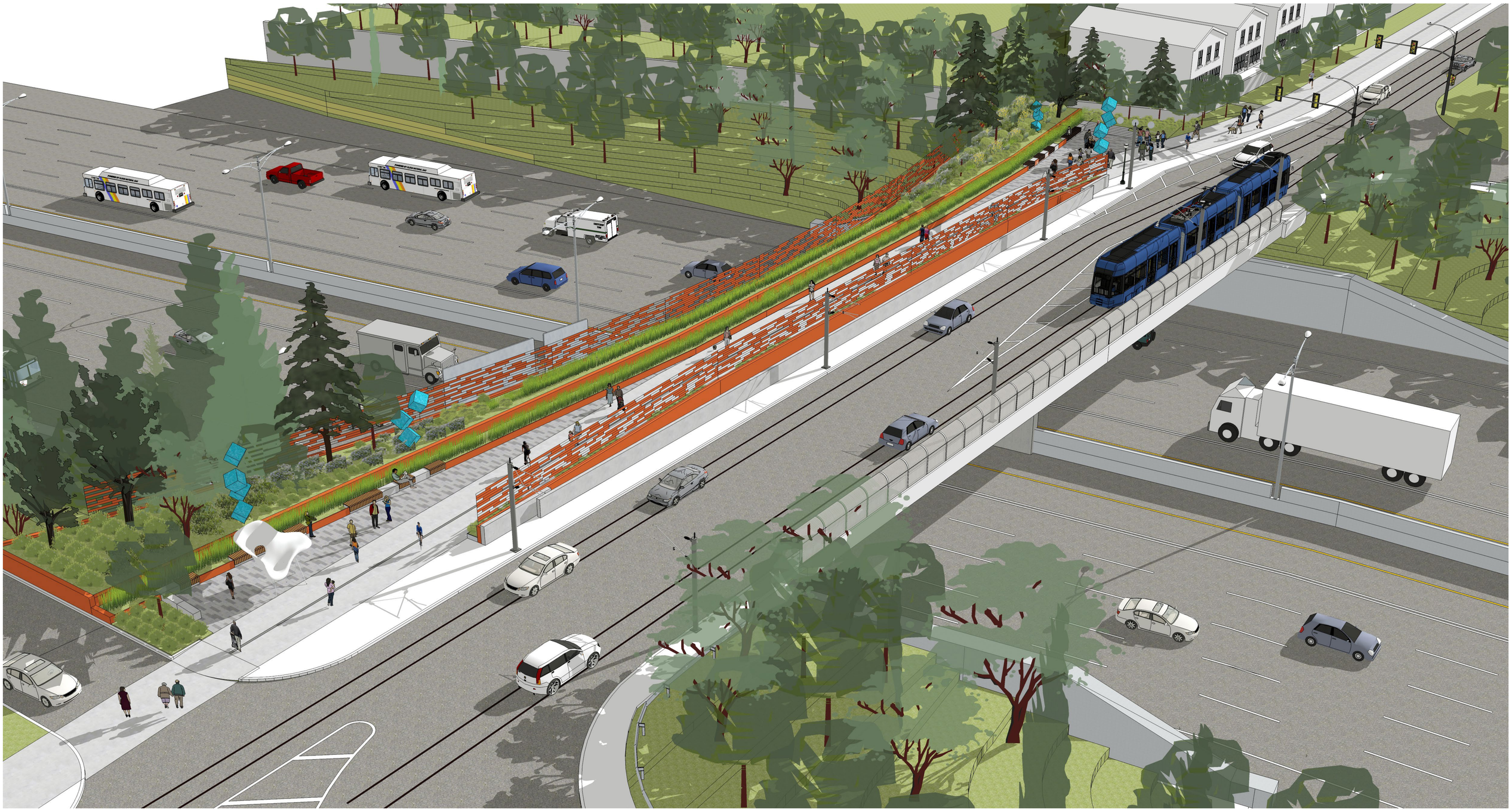

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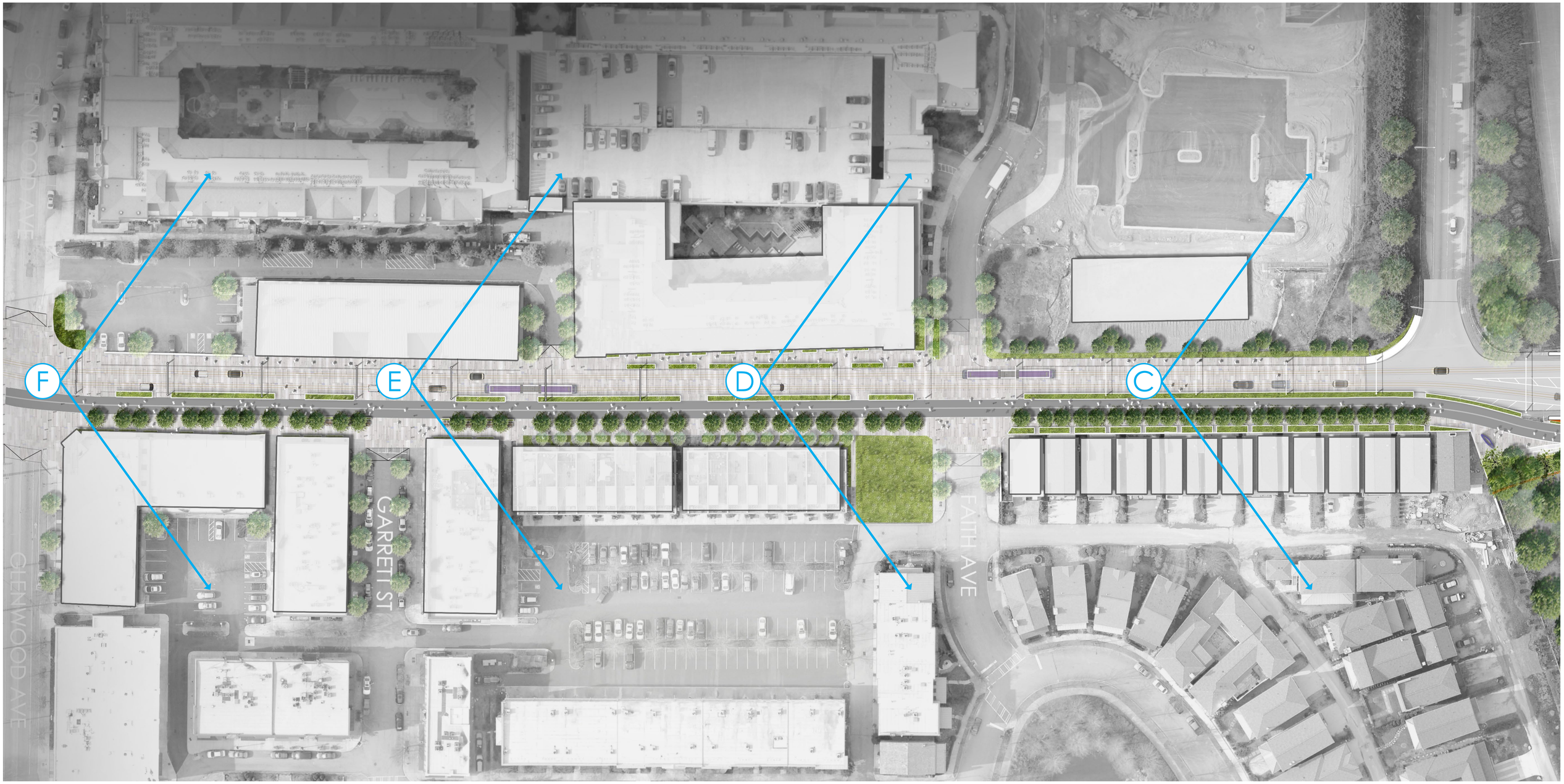

OVERALL SITE PLAN

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BELL STREET- BEFORE

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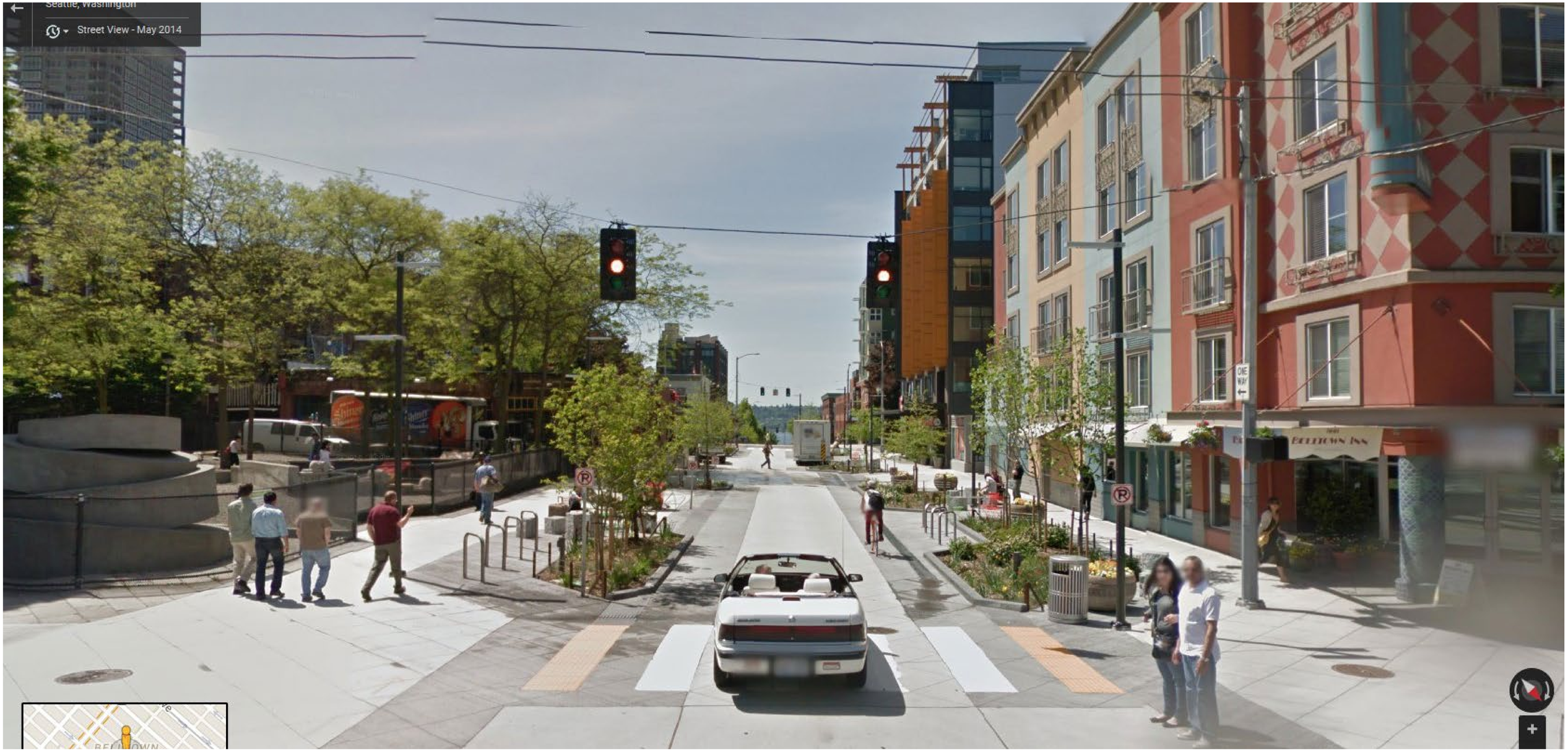

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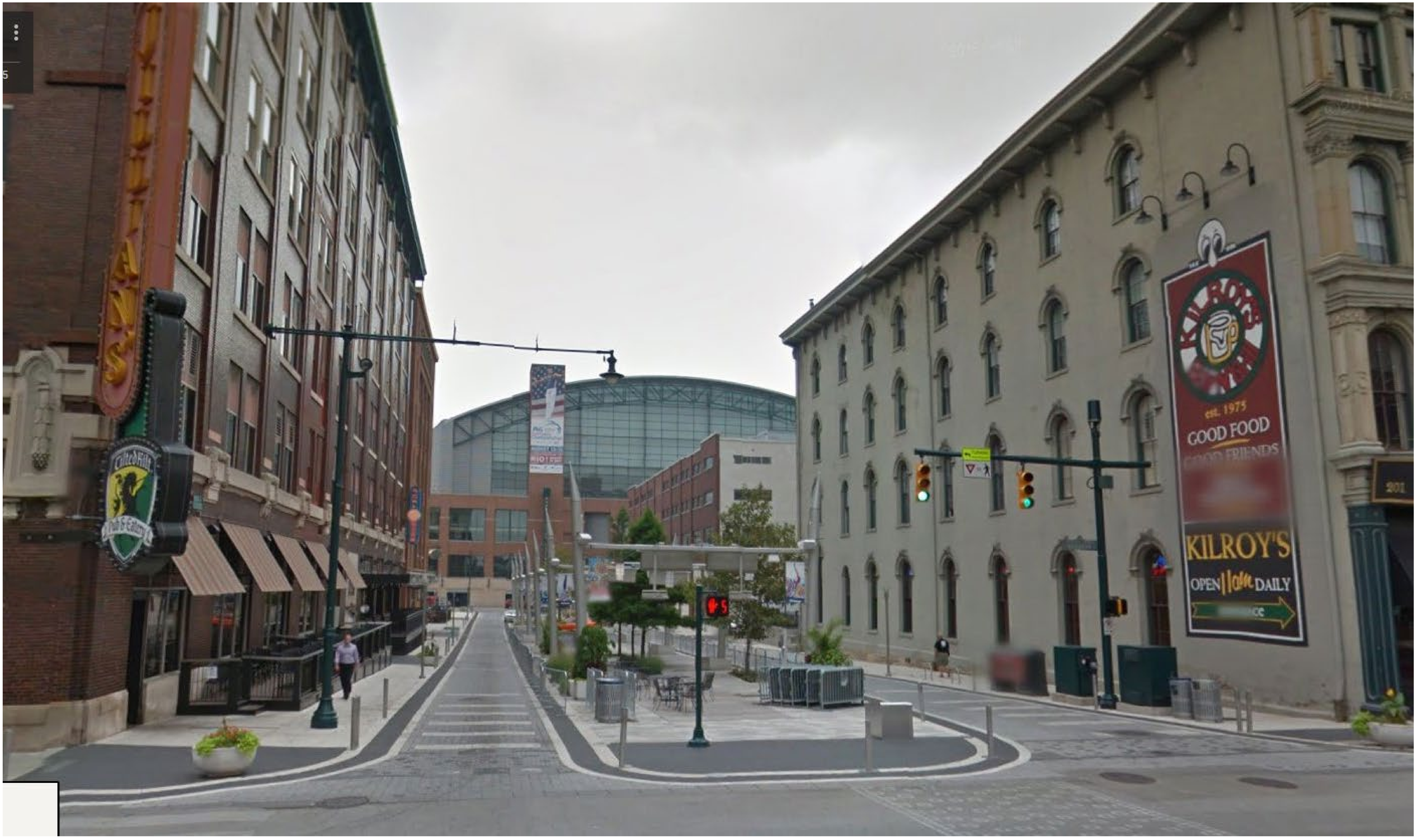

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PERSPECTIVE ON BILL KENNEDY WAY

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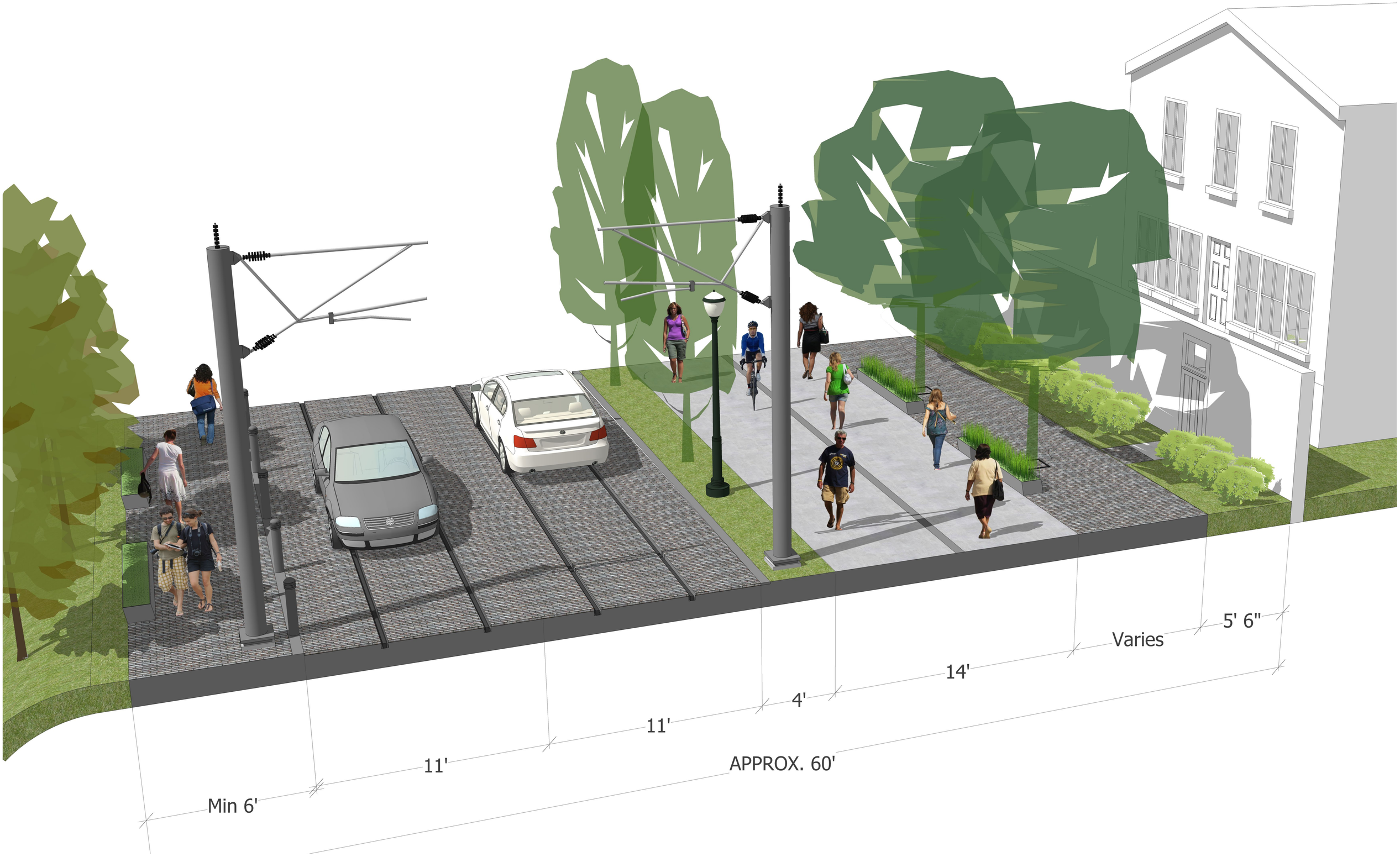

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ISOMETRIC SECTION VIEW @ RESIDENTAL HOMES

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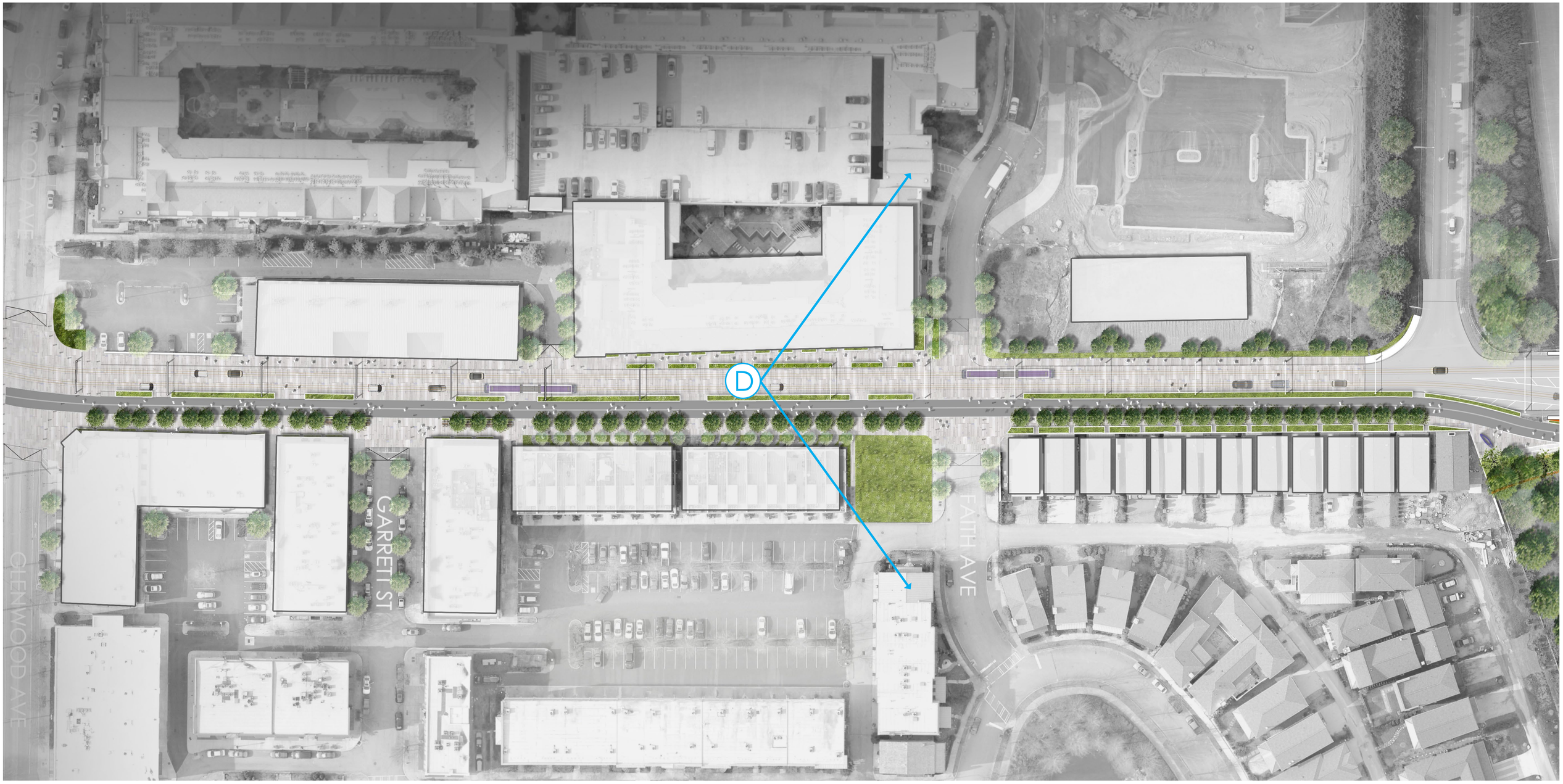

OVERALL SITE PLAN

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GLENWOOD TO I-20 BRIDGE, SECTION D

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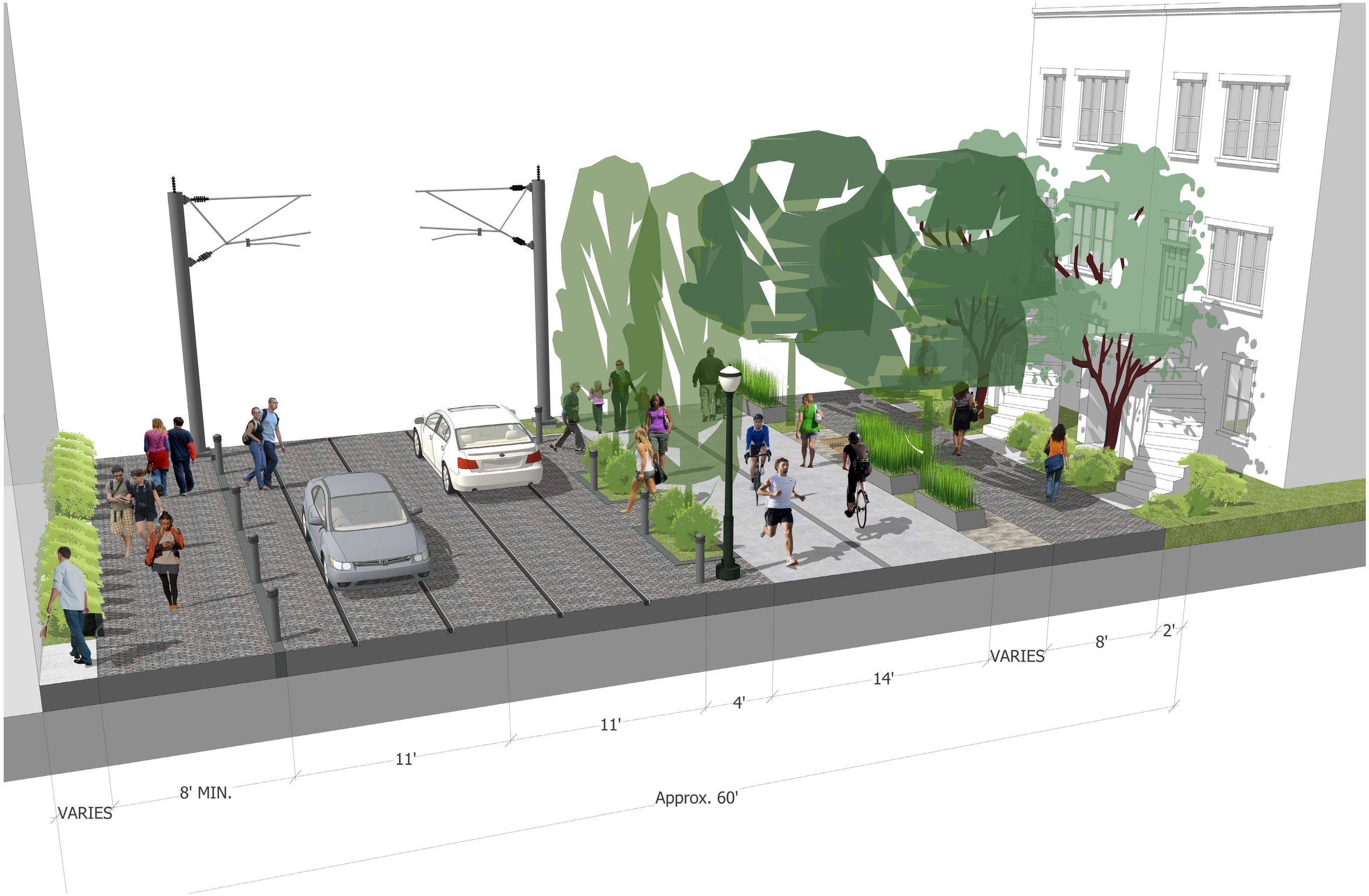

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ISOMETRIC SECTION VIEW @ TOWN HOMES

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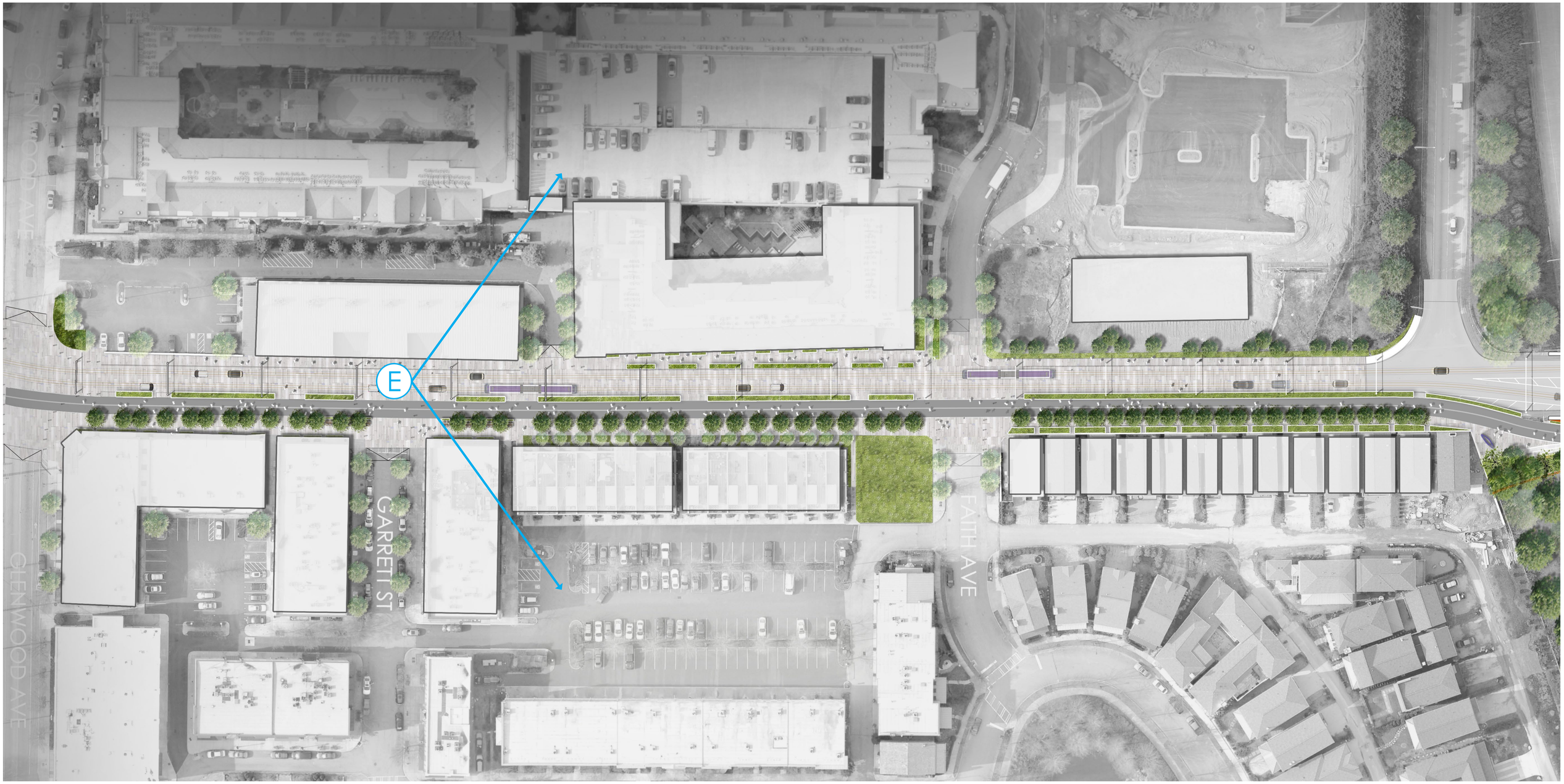

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GLENWOOD TO I-20 BRIDGE, SECTION E

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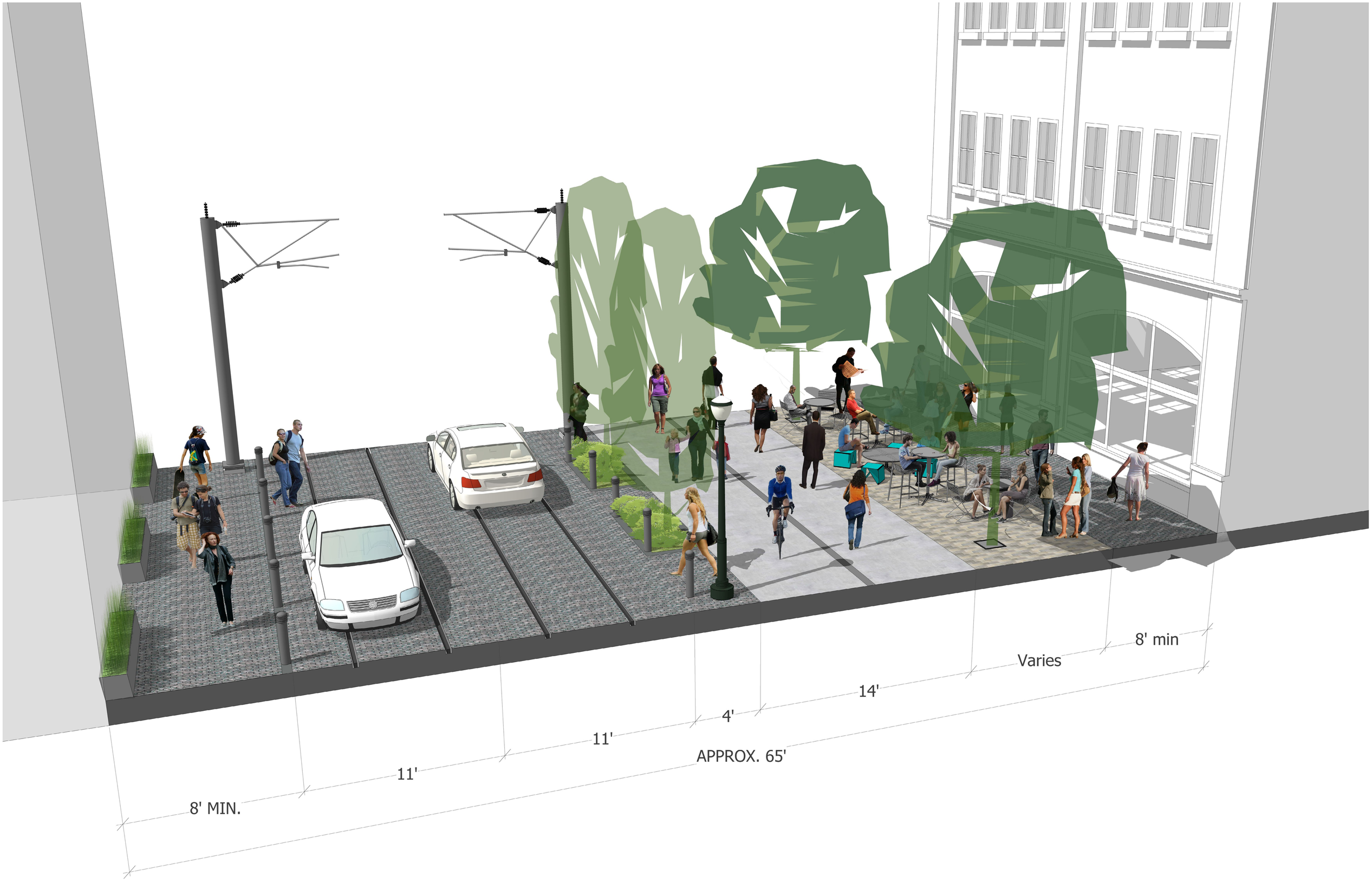

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ISOMETRIC SECTION VIEW @ GARRETT STREET

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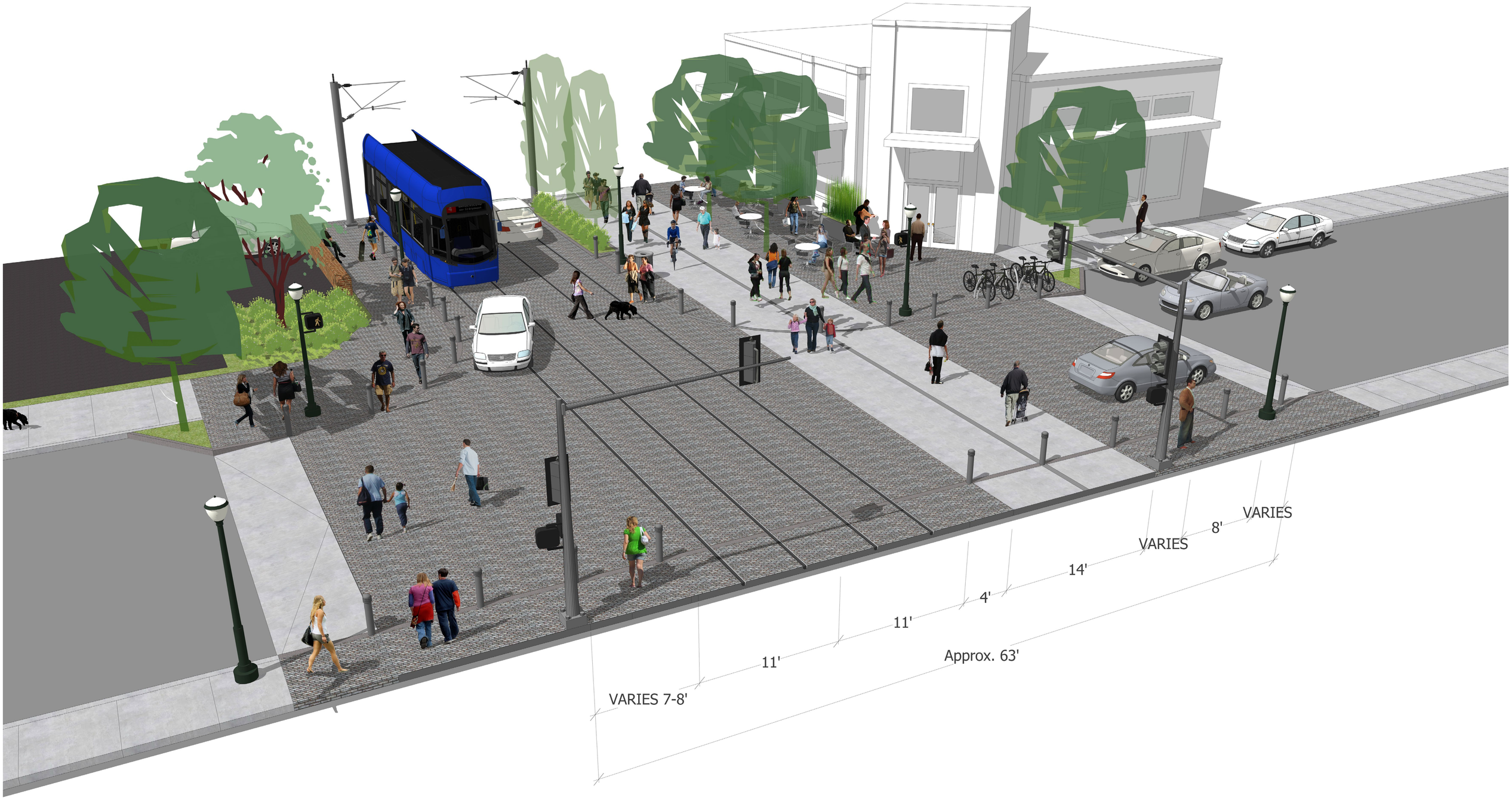

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ISOMETRIC SECTION VIEW @ GLENWOOD INTERSECTION

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BREAKOUT SESSION

WE WANT YOUR FEEDBACK ON:

- SHARED STREET CONCEPT
- I-20 BRIDGE CONCEPT
- PUBLIC ART OPPORTUNITES