

Memorandum



CITY OF DALLAS

DATE November 11, 2016

TO Honorable Mayor and Members of the City Council

SUBJECT The Loop Circuit Trail Conservancy

On Tuesday, November 15, 2016, you will be briefed on The Loop Circuit Trail Conservancy. The briefing materials are attached for your review.

Please feel free to contact me if you have questions or need additional information.

A handwritten signature in black ink, which appears to read 'Jill Jordan'. The signature is fluid and cursive.

Jill A. Jordan, P.E.
Assistant City Manager

Attachment

c: Honorable Mayor and Members of the City Council
A.C. Gonzalez, City Manager
Larry Casto, City Attorney
Craig D. Kinton, City Auditor
Rosa A. Rios, City Secretary
Daniel F. Solis, Administrative Judge
Ryan S. Evans, First Assistant City Manager

Eric D. Campbell, Assistant City Manager
Mark McDaniel, Assistant City Manager
Joey Zapata, Assistant City Manager
M. Elizabeth Reich, Chief Financial Officer
Sana Syed, Public Information Officer
Elsa Cantu, Assistant to the City Manager – Mayor & Council
Rick Galceran, P.E., Director, Public Works Department



THE LOOP

CIRCUIT TRAIL CONSERVANCY

50-MILE DEDICATED HIKE & BIKE
LOOP IN THE CORE OF DALLAS

CIRCUIT TRAIL CONSERVANCY - 501(C)(3)

The Circuit Trail Conservancy (CTC) will serve as an umbrella organization to lead fundraising and outreach efforts for The Dallas Integrated Circuit Trail.

The initial board includes:

Jeff Ellerman

Linda Owen

Larry Dale

Mike Terry

Rick Perdue

Joseph Pitchford

Philip Henderson

An aerial photograph of Dallas, Texas, showing a mix of urban development, green spaces, and water bodies. Overlaid on this is a semi-transparent map of the city's street network. A blue-bordered white box contains text about a trail network.

PURPOSE

Leveraging public and private resources to build a 130-mile premier urban trail network that connects all Dallas communities and neighborhoods to transportation hubs and economic centers.

GOALS

- I. Complete The Loop: a 50-mile dedicated hike and bike trail system linking communities and neighborhoods surrounding the core of Dallas.
- II. Complete, sustain, and endow the Dallas Integrated Circuit Trail.



Active Transportation and Real Estate

THE NEXT FRONTIER

ULI Urban Land
Institute
Building Healthy
Places Initiative

“Communities big and small are now investing in bicycle and pedestrian infrastructure. These trends are reshaping destinations across the globe, and have the potential to benefit people of all income brackets, since biking provides mobility for those needing or wanting a less expensive alternative to automobile ownership, maintenance, and use.”



SOURCE: JULIA ROBINSON



SOURCE: TRAVELCHANNEL



BUTLER TRAIL AT LADY BIRD LAKE

AUSTIN, TX

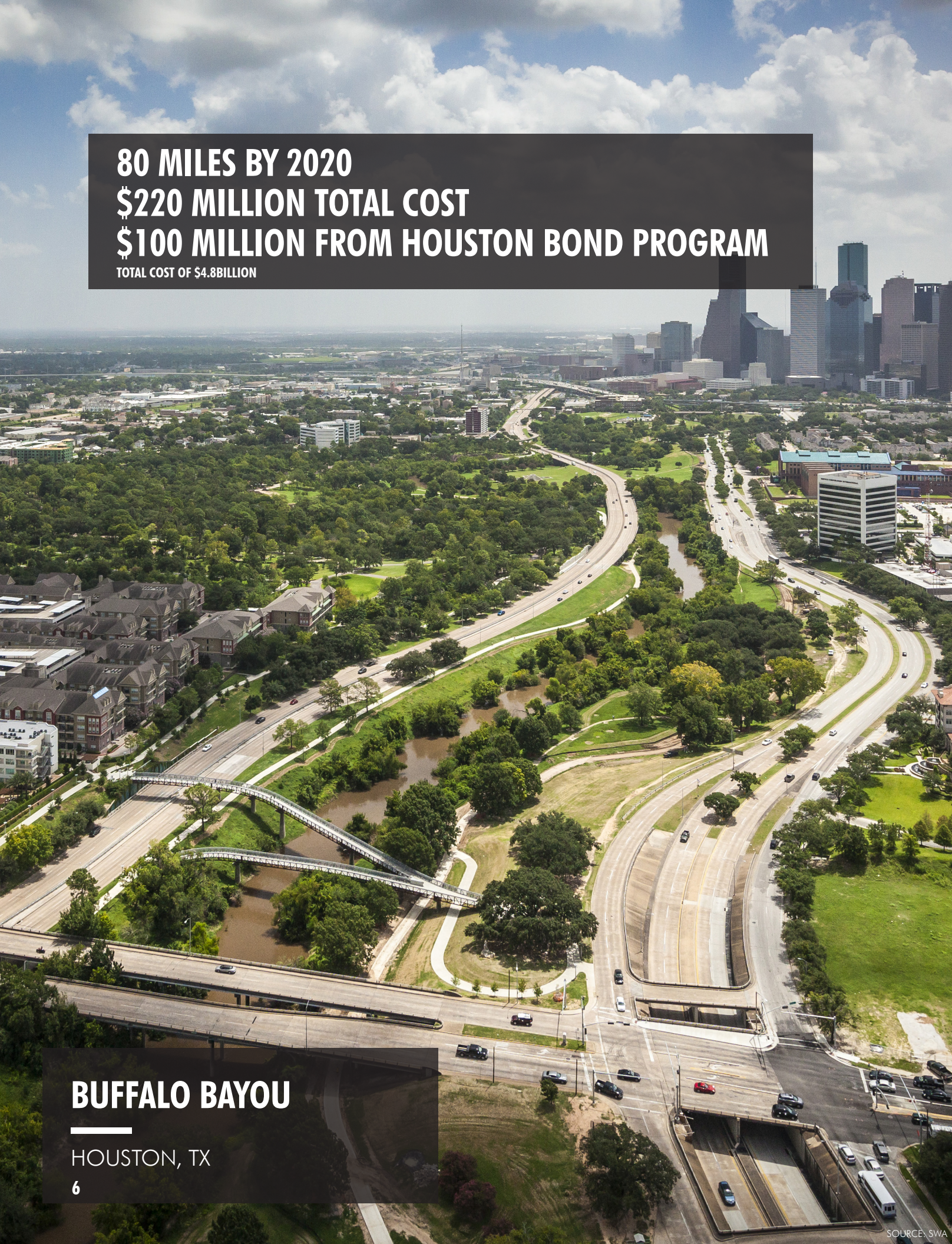
5

SOURCE: UT AUSTIN



SOURCE: BICYCLERETAILER

80 MILES BY 2020
\$220 MILLION TOTAL COST
\$100 MILLION FROM HOUSTON BOND PROGRAM
TOTAL COST OF \$4.8BILLION



BUFFALO BAYOU
HOUSTON, TX



22 MILES
9 YRS INTO 25 YR BUILD OUT
\$4.8 BILLION
TOTAL COST OF \$4.8BILLION

ATLANTA BELTLINE

ATLANTA, GA

SOURCE: Dustin Chambers for The New York Times



SOURCE: Dustin Chambers for The New York Times

"Private investment along the entire proposed route has surged to \$3 billion."

"Home prices have risen in formerly overlooked working-class neighborhoods..."

Richard Fausset
New York Times
September 11, 2016

SOURCE: Dustin Chambers for The New York Times

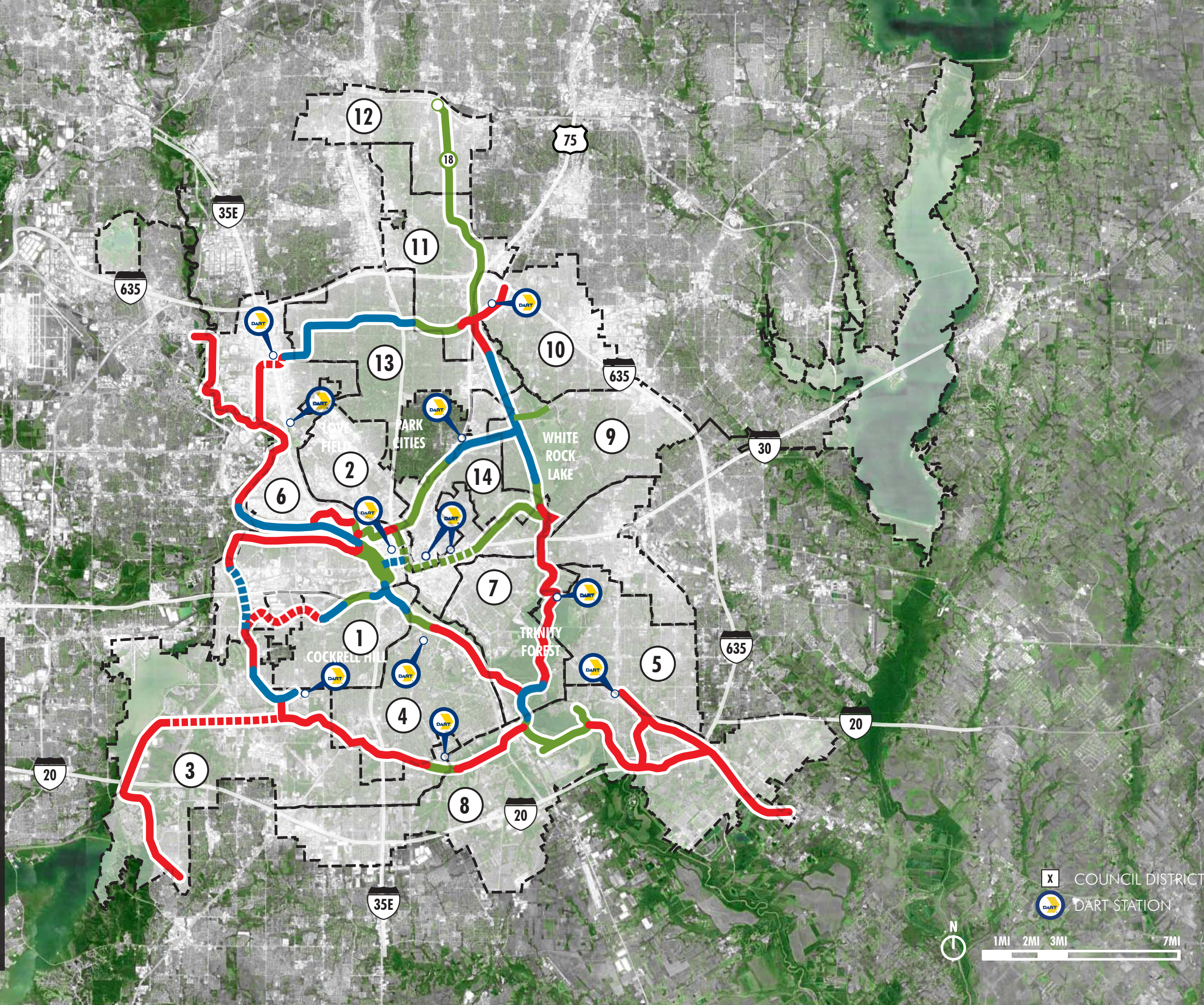
130 - MILE DALLAS INTEGRATED TRAIL CIRCUIT SYSTEM

TRAIL STATUS

- COMPLETED (33.4MI)
- FUNDED (24MI)
- PLANNED (69.8MI)

ON-STREET TRAIL STATUS

- COMPLETED (4MI)
- FUNDED (2.7MI)
- PLANNED (7.5MI)



URBAN CORE TRAIL NETWORK - EXISTING

TRAIL STATUS

- COMPLETED (21.6MI)
- FUNDED (21.9MI)
- OTHER COMPLETED/FUNDED TRAILS (142.5MI)

9

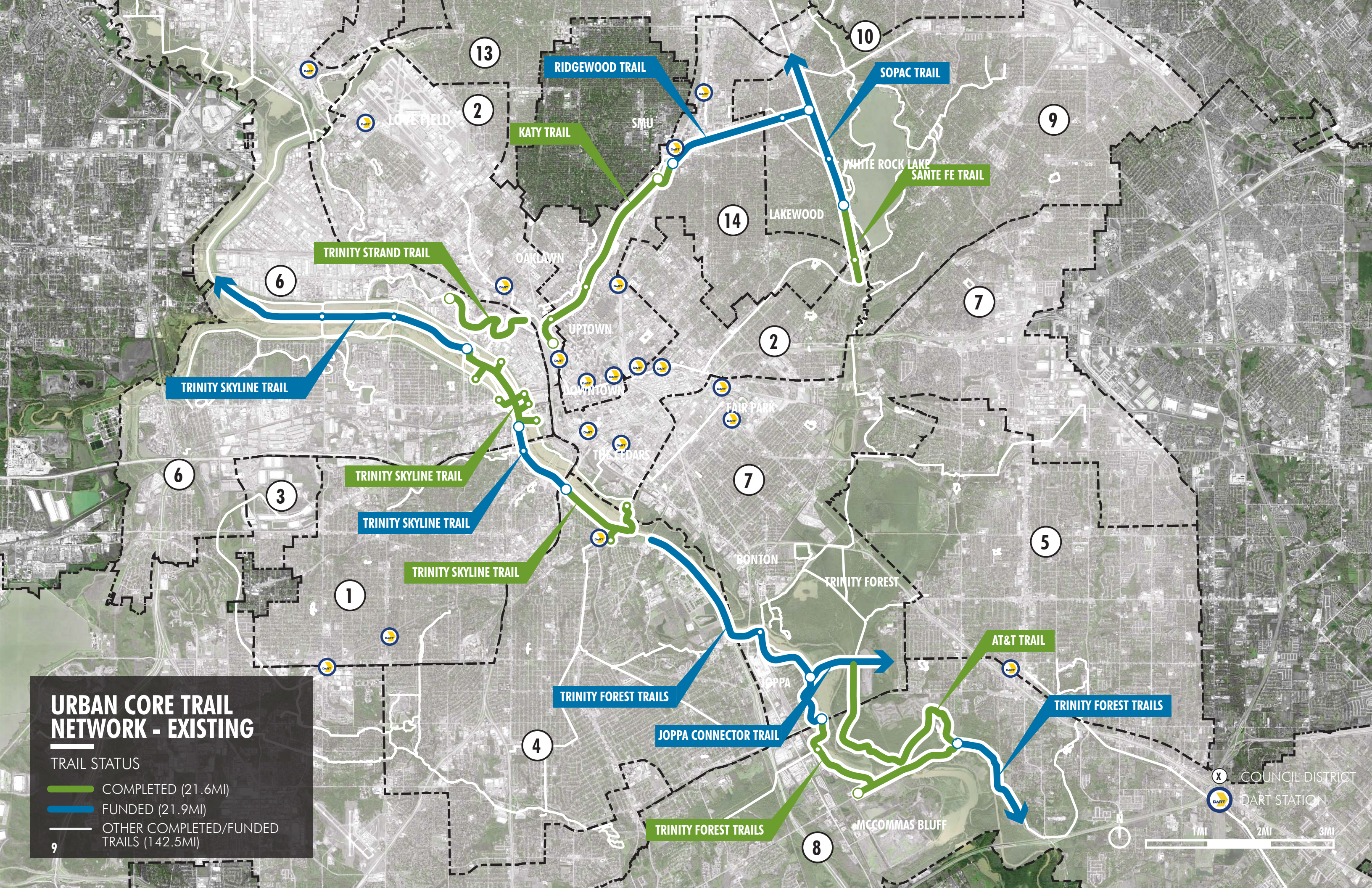
TRAIL STATUS

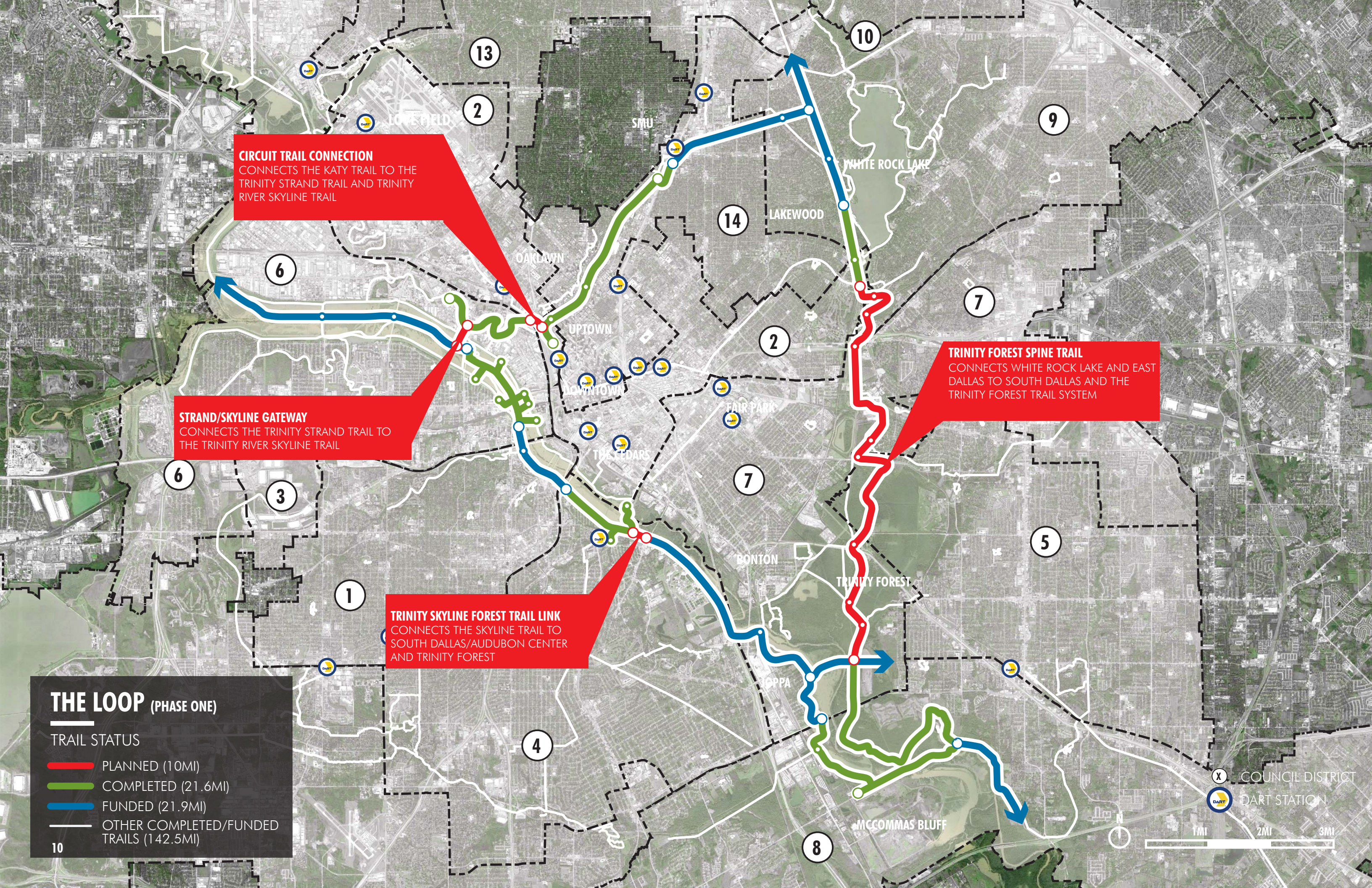
COMPLETED (21.6MI)

 FUNDED (21.9MI)

9 OTHER COMPLETED/FUNDED TRAILS (142.5MI)

9





CIRCUIT TRAIL CONNECTION
CONNECTS THE KATY TRAIL TO THE TRINITY STRAND TRAIL AND TRINITY RIVER SKYLINE TRAIL

STRAND/SKYLINE GATEWAY
CONNECTS THE TRINITY STRAND TRAIL TO THE TRINITY RIVER SKYLINE TRAIL

TRINITY FOREST SPINE TRAIL
CONNECTS WHITE ROCK LAKE AND EAST DALLAS TO SOUTH DALLAS AND THE TRINITY FOREST TRAIL SYSTEM

TRINITY SKYLINE FOREST TRAIL LINK
CONNECTS THE SKYLINE TRAIL TO SOUTH DALLAS/AUDUBON CENTER AND TRINITY FOREST

THE LOOP (PHASE ONE)

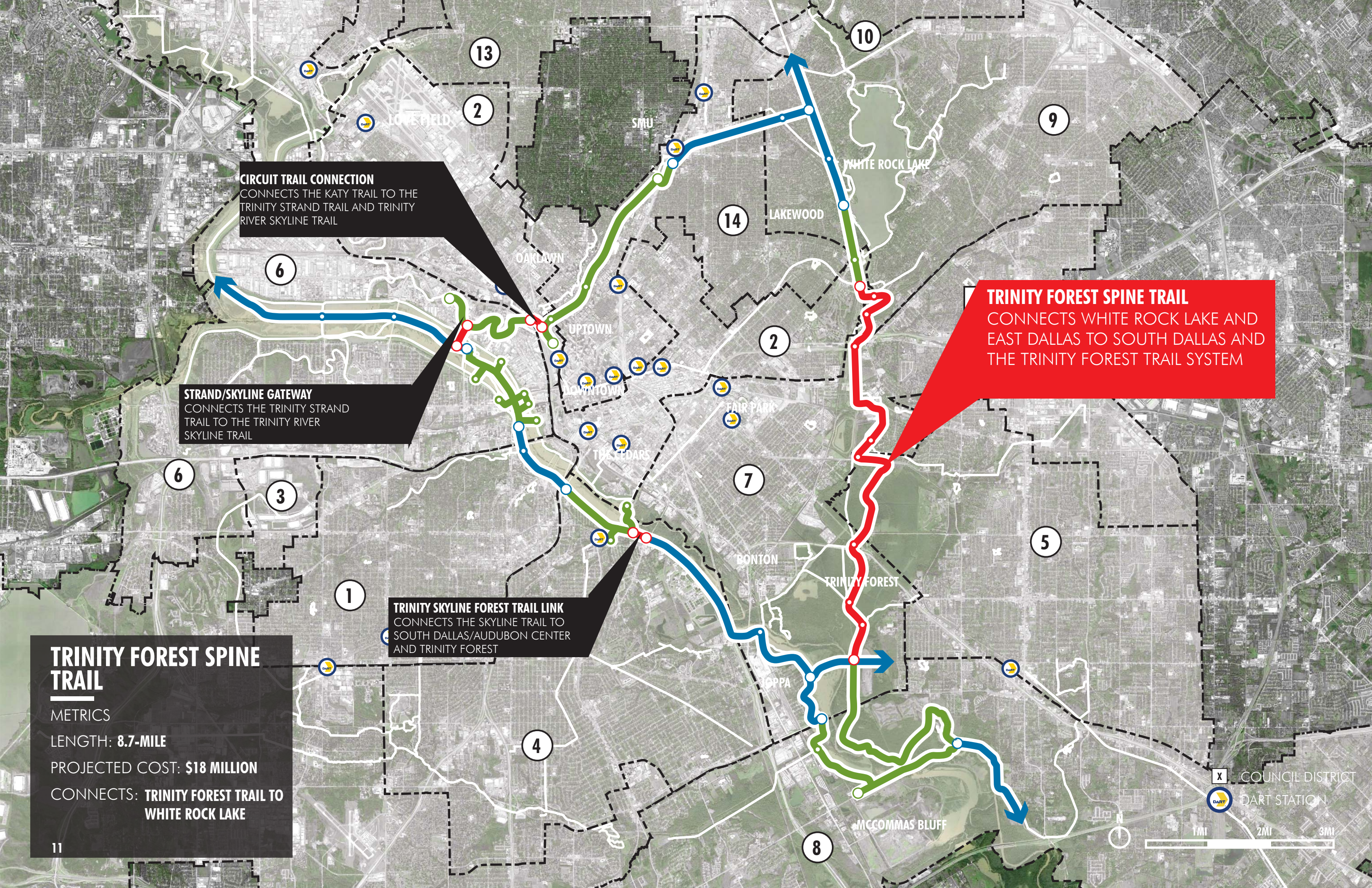
TRAIL STATUS

- PLANNED (10MI)
- COMPLETED (21.6MI)
- FUNDED (21.9MI)
- OTHER COMPLETED/FUNDED TRAILS (142.5MI)

10



COUNCIL DISTRICT
DART STATION



CIRCUIT TRAIL CONNECTION
CONNECTS THE KATY TRAIL TO THE TRINITY STRAND TRAIL AND TRINITY RIVER SKYLINE TRAIL

STRAND/SKYLINE GATEWAY
CONNECTS THE TRINITY STRAND TRAIL TO THE TRINITY RIVER SKYLINE TRAIL

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CONNECTS WHITE ROCK LAKE AND EAST DALLAS TO SOUTH DALLAS AND THE TRINITY FOREST TRAIL SYSTEM

TRINITY FOREST SPINE TRAIL

METRICS

LENGTH: 8.7-MILE

PROJECTED COST: \$18 MILLION

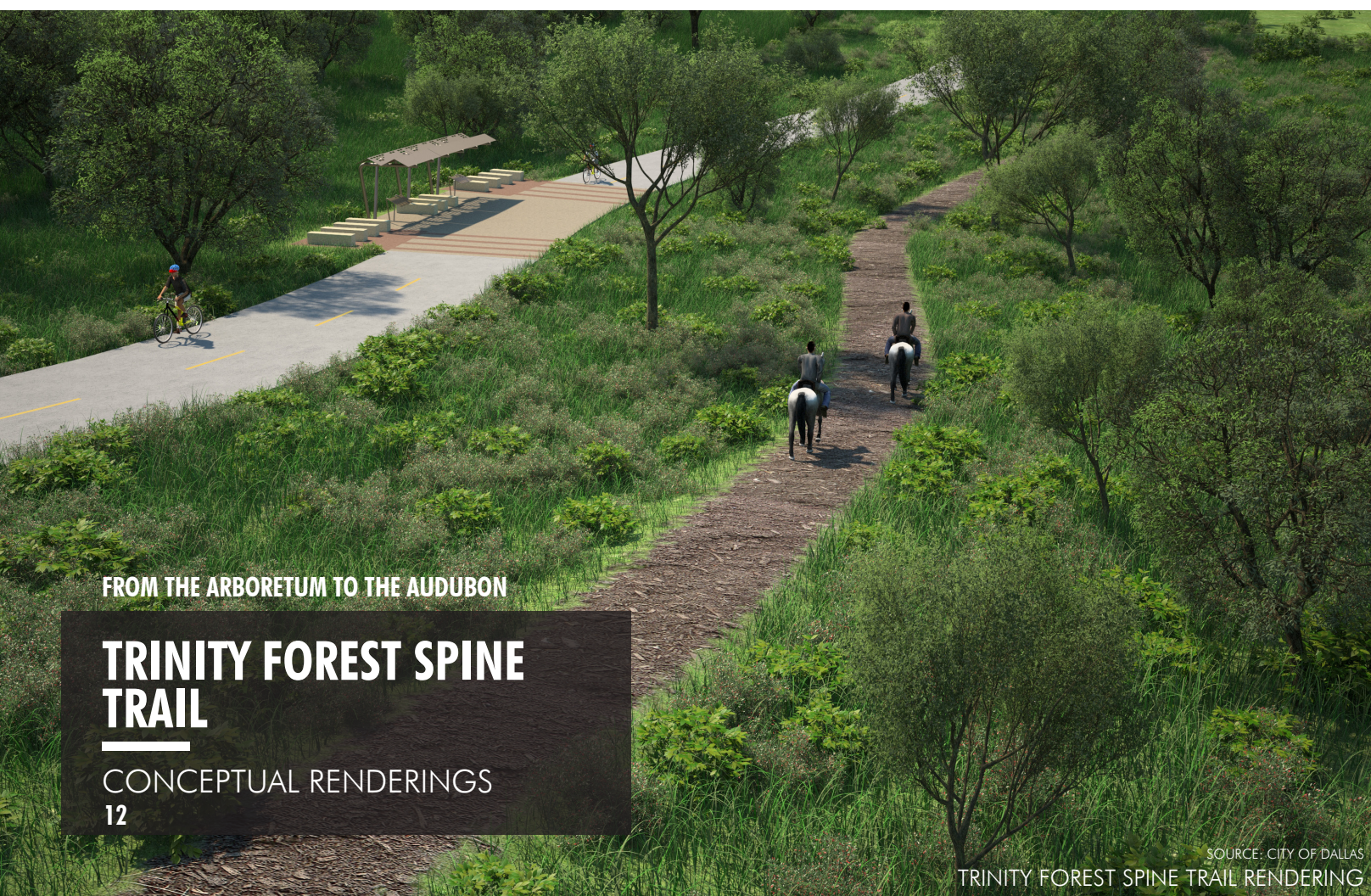
CONNECTS: TRINITY FOREST TRAIL TO WHITE ROCK LAKE



SOURCE: CITY OF DALLAS
TRINITY FOREST SPINE TRAIL RENDERING



SOURCE: CITY OF DALLAS
TRINITY FOREST SPINE TRAIL RENDERING



FROM THE ARBORETUM TO THE AUDUBON

**TRINITY FOREST SPINE
TRAIL**

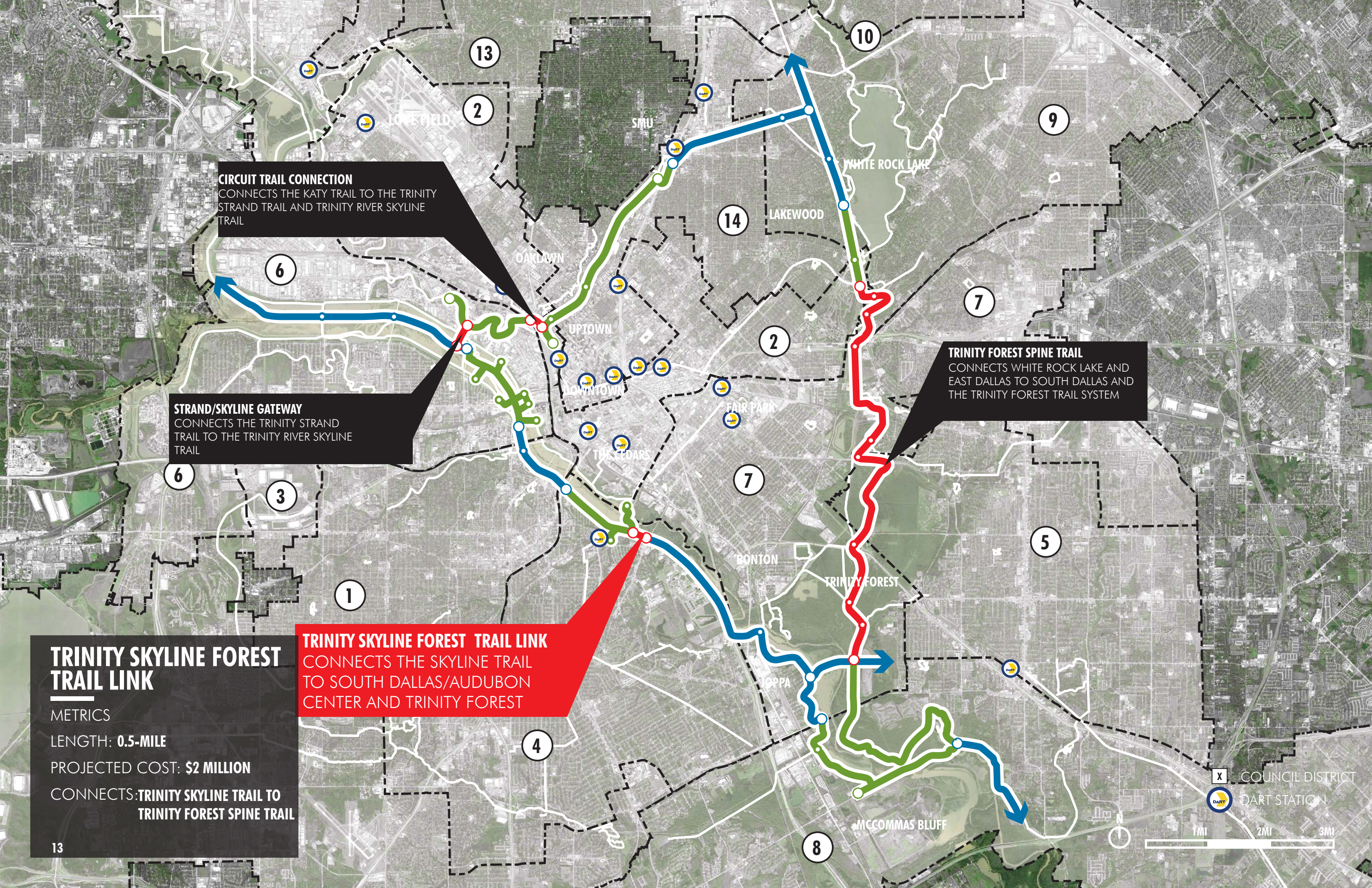
CONCEPTUAL RENDERINGS

12

SOURCE: CITY OF DALLAS
TRINITY FOREST SPINE TRAIL RENDERING



SOURCE: CITY OF DALLAS
TRINITY FOREST SPINE TRAIL RENDERING



CIRCUIT TRAIL CONNECTION

CONNECTS THE KATY TRAIL TO THE TRINITY STRAND TRAIL AND TRINITY RIVER SKYLINE TRAIL

STRAND/SKYLINE GATEWAY

CONNECTS THE TRINITY STRAND TRAIL TO THE TRINITY RIVER SKYLINE TRAIL

TRINITY FOREST SPINE TRAIL

CONNECTS WHITE ROCK LAKE AND EAST DALLAS TO SOUTH DALLAS AND THE TRINITY FOREST TRAIL SYSTEM

TRINITY SKYLINE FOREST TRAIL LINK

METRICS

LENGTH: 0.5-MILE

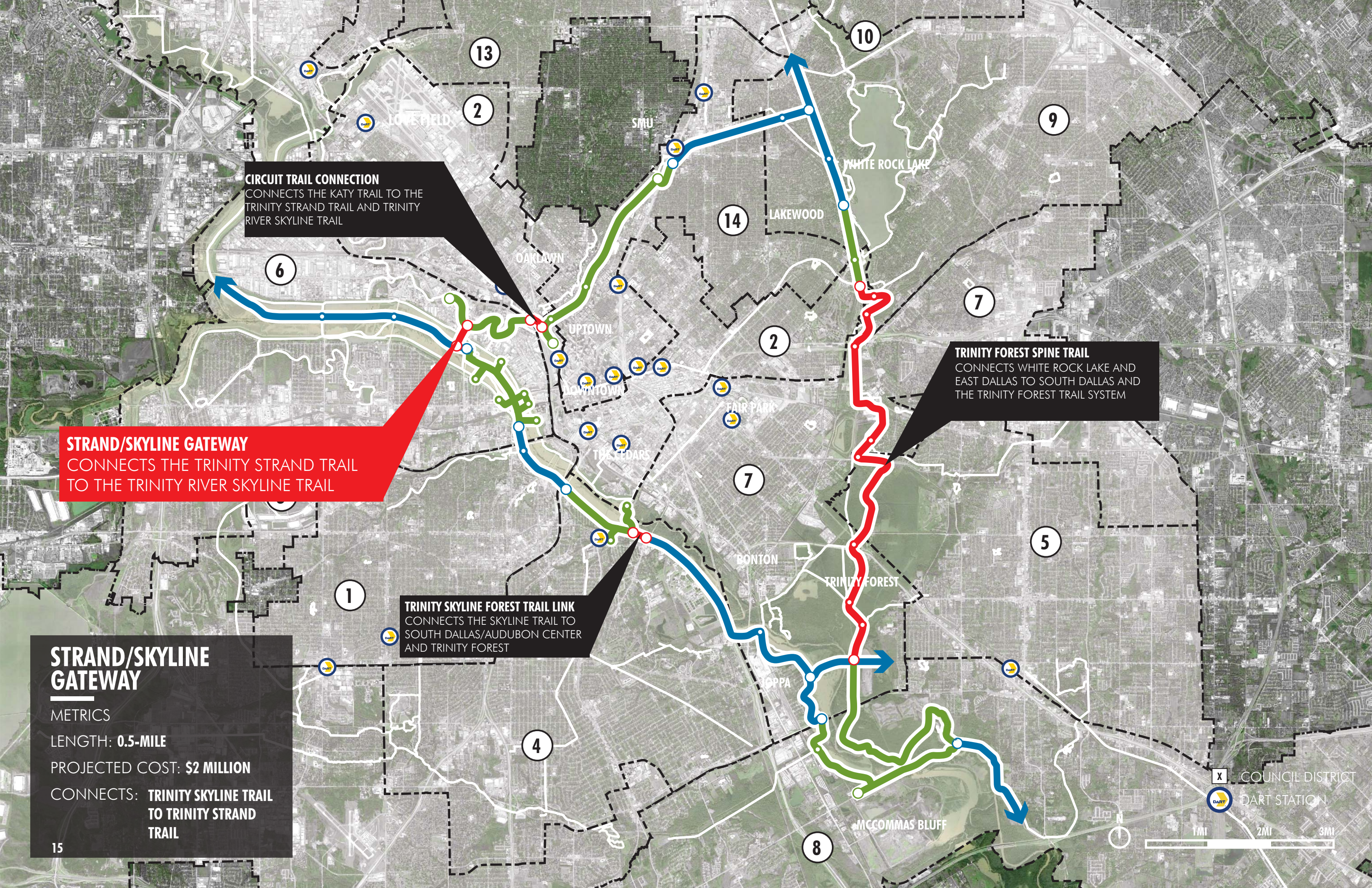
PROJECTED COST: \$2 MILLION

CONNECTS: TRINITY SKYLINE TRAIL TO TRINITY FOREST SPINE TRAIL

TRINITY SKYLINE FOREST TRAIL LINK

CONNECTS THE SKYLINE TRAIL TO SOUTH DALLAS/AUDUBON CENTER AND TRINITY FOREST





CIRCUIT TRAIL CONNECTION
CONNECTS THE KATY TRAIL TO THE TRINITY STRAND TRAIL AND TRINITY RIVER SKYLINE TRAIL

STRAND/SKYLINE GATEWAY
CONNECTS THE TRINITY STRAND TRAIL TO THE TRINITY RIVER SKYLINE TRAIL

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TRINITY SKYLINE FOREST TRAIL LINK
CONNECTS THE SKYLINE TRAIL TO SOUTH DALLAS/AUDUBON CENTER AND TRINITY FOREST

STRAND/SKYLINE GATEWAY

METRICS

LENGTH: 0.5-MILE

PROJECTED COST: \$2 MILLION

CONNECTS: TRINITY SKYLINE TRAIL TO TRINITY STRAND TRAIL



SOURCE: CITY OF DALLAS
TRINITY RIVER BASIN



SOURCE: SWA
TRINITY RIVER BASIN



TRAMMEL CROW PARK

TRINITY RIVER ACCESS

TRINITY SKYLINE FOREST
TRAIL

STEVAN AVENUE

TRINITY STRAND TRAIL

BAKER PUMP
STATION

IRVING BOULEVARD

IRVING BOULEVARD

TRINITY STRAND TRAIL

STRAND/SKYLINE GATEWAY

CIRCUIT TRAIL CONNECTION
CONNECTS THE KATY TRAIL TO
THE TRINITY STRAND TRAIL AND
TRINITY RIVER SKYLINE TRAIL

STRAND/SKYLINE GATEWAY
CONNECTS THE TRINITY STRAND
TRAIL TO THE TRINITY RIVER SKYLINE
TRAIL

TRINITY FOREST SPINE TRAIL
8.7-MILE DEDICATED TRAIL CONNECTS
WHITE ROCK LAKE AND EAST DALLAS
TO SOUTH DALLAS AND THE TRINITY
FOREST TRAIL SYSTEM

TRINITY SKYLINE FOREST TRAIL LINK
CONNECTS THE SKYLINE TRAIL TO
SOUTH DALLAS/AUDUBON CENTER
AND TRINITY FOREST

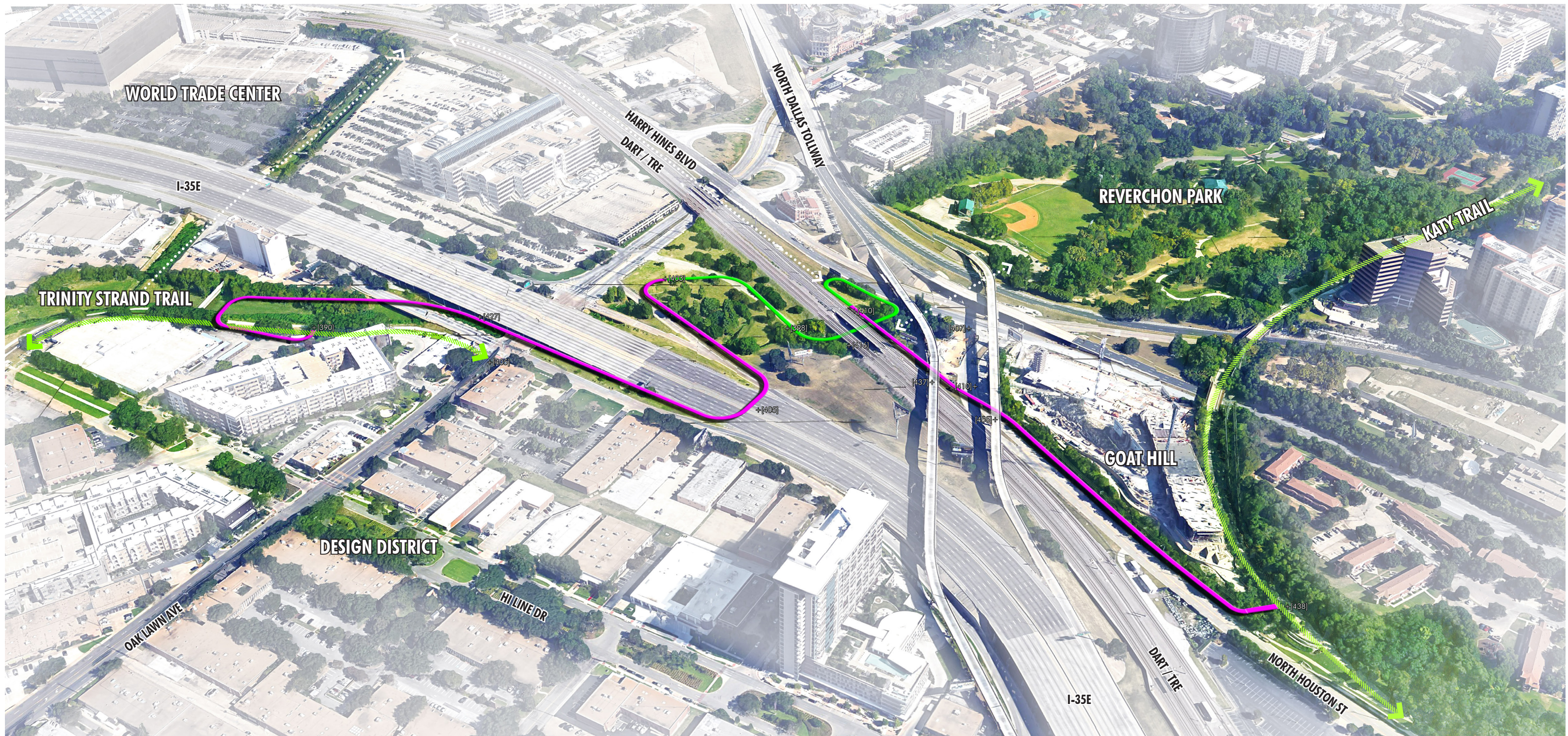
CIRCUIT TRAIL CONNECTION

METRICS

LENGTH: 1-MILE

PROJECTED COST: \$21 MILLION

CONNECTS: KATY TRAIL TO TRINITY
STRAND TRAIL



CIRCUIT TRAIL CONNECTION

OVERALL PLAN

18

- RESTRICT ROUTE TO STEMMONS PARK + TXDOT R.O.W.
- DESIGN ROUTE OVER I-35E R.O.W
- CROSS I-35E AT THE LOWEST POSSIBLE POINT
- CONTROL MEANDER TO REDUCE IMPACT OF EXISTING TREES
- CREATE EXPERIENCE COMPLIANT WITH ADA STANDARDS
- NO AT-GRADE CROSSINGS
- WORKS WITHIN KNOWN CONSTRAINTS

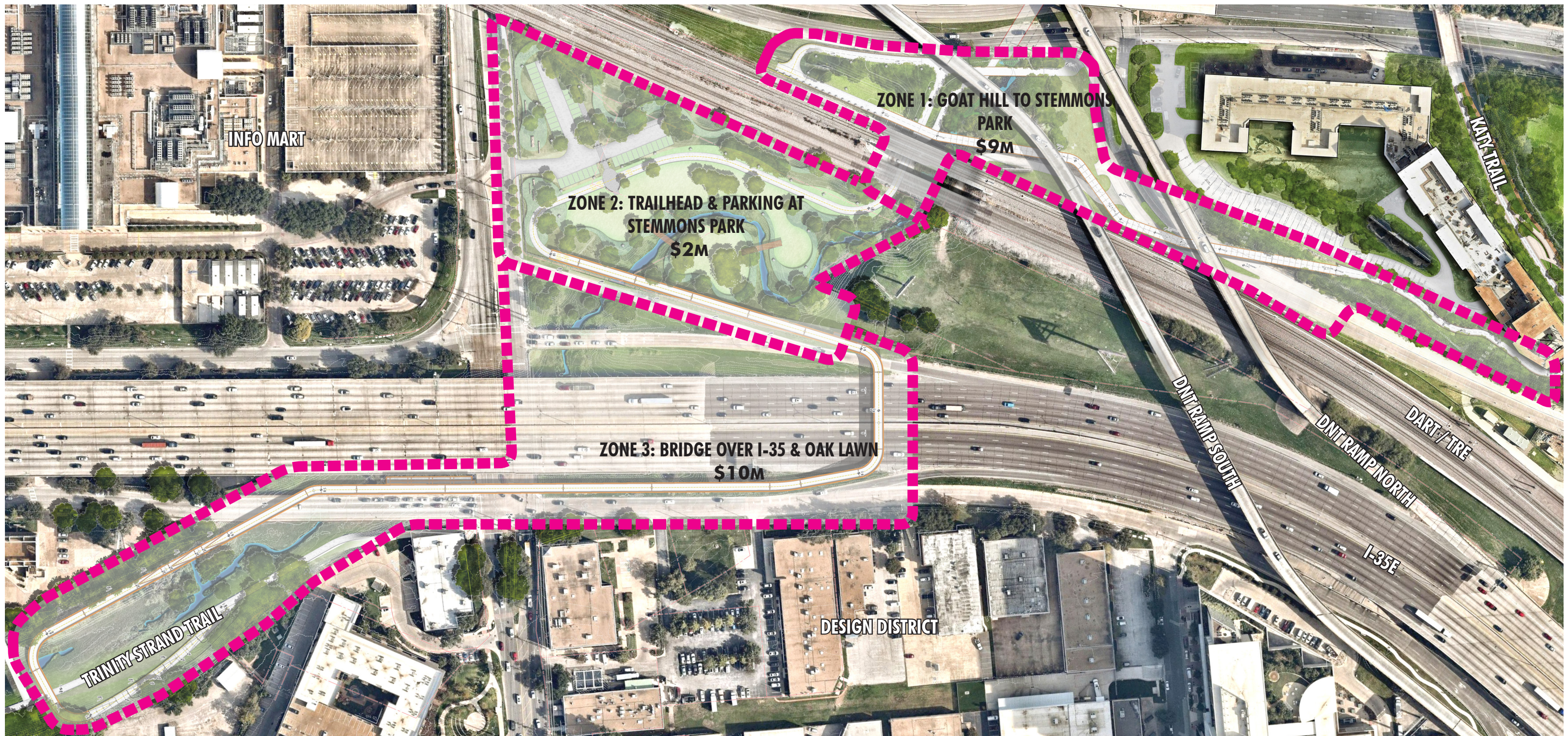
- PROPOSED TRAIL ON STRUCTURE
- PROPOSED TRAIL @ GRADE
- EXISTING TRAIL
- FUTURE TRAIL CONNECTION



EXISTING CONSTRAINTS

- *Infrastructure Vertical Clearance Challenges*
 - AASHTO
 - City of Dallas
 - DART
- *Maximum Slope Requirements*
- *ONCOR High-Lines*
- *Above Grade Power Lines*
- *Flood Zone*
- *Sensitive Plant Communities*
- *Geologic Fault Lines*





CIRCUIT TRAIL CONNECTION

ZONE BREAK DOWN
20

SOURCES AND USES

| PROJECT NAME | Project Cost | Funding Sources | | |
|---|---------------|-------------------------|----------------|------------|
| | | Public - City of Dallas | Public - Other | Private |
| Trinity Forest Spine Trail | 18,000,000 | 8,000,000 | 5,000,000 | 5,000,000 |
| Trinity Skyline Trail Link | 2,000,000 | 1,500,000 | - | 500,000 |
| Strand/Skyline Gateway | 2,000,000 | 1,500,000 | - | 500,000 |
| Circuit Trail Connection | | | | |
| Zone 1 - Goat Hill to Stemmons Park | 9,000,000 | 8,000,000 | - | *1,000,000 |
| Zone 2 - Trailhead and Parking at Stemmons Park | 2,000,000 | 1,000,000 | | *1,000,000 |
| Zone 3 - Bridge over I-35 and Oak Lawn | 10,000,000 | - | 8,000,000 | 2,000,000 |
| Subtotal | 21,000,000 | 9,000,000 | 8,000,000 | 4,000,000 |
| Total Hard/Soft Costs of The Loop | 43,000,000 | 20,000,000 | 13,000,000 | 10,000,000 |
| Other | | | | |
| Trail Enhancements | 4,000,000 | - | - | 4,000,000 |
| Overhead | 1,000,000 | - | - | 1,000,000 |
| Endowment | 8,000,000 | - | - | 8,000,000 |
| Subtotal | 13,000,000 | - | - | 13,000,000 |
| GRAND TOTAL | \$ 56,000,000 | 20,000,000 | 13,000,000 | 23,000,000 |

* RESTRICTED

CAPITAL CAMPAIGN STATUS

Capital Campaign Kickoff - May 2016

Donors: Lydia and Bill Addy
Crow Family Holdings
Lawrence B. Dale Family Foundation

Hunt Realty Investments
Mary and Mike Terry

Anonomous (2)
Gil Besing
Billingsley Family
Jane and Pat Bolin
Cecilia and Garrett Boone
Greg Colvin
Corrigan Family Holdings
Pam and Jeff Ellerman
Rich Enthoven
Headington Companies
Jerry and Philip Henderson

Highland Capital Management
Rhonda and Jim Hoyt
Jordan Family Foundation
Diana and Todd Maclin
Bill and Patricia Miller
Muse Family Foundation
Linda Owen
Dee Ann and Marshall Payne
Jodi and Rick Perdue
Joseph Pitchford
Carolyn and Karl Rathjen

The Real Estate Council
Richardson Bike Mart
Deedie Rose
Carla and Woody Smith
Gerald and Claudia Stool
Sulentic Family Foundation
SWA Group
Annette and Jack Vaughn
Robert C. and Fallon B. Vaughn
Terri Sue and Jack Wensinger

TOTAL SUPPORT:

\$10M PRIVATE FUNDS PLEDGED

\$13M NON-CITY PUBLIC FUNDS COMMITTED

\$5M DALLAS COUNTY

\$8M NCTCOG

\$23M TOTAL

LET'S ACT NOW!

Active Transportation is **BOOMING**

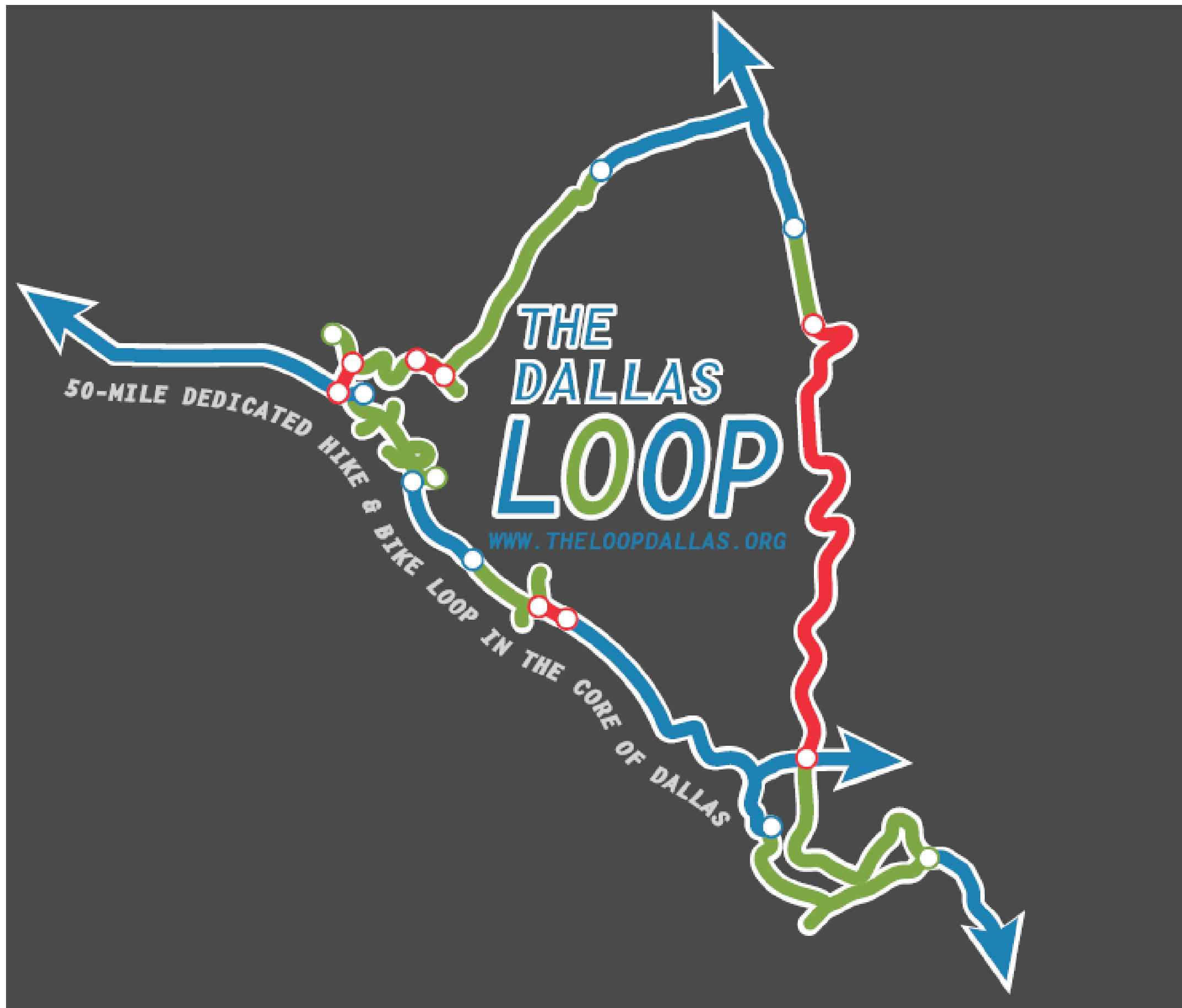
Makes Dallas More Competitive
Creates a Multi-Modal System

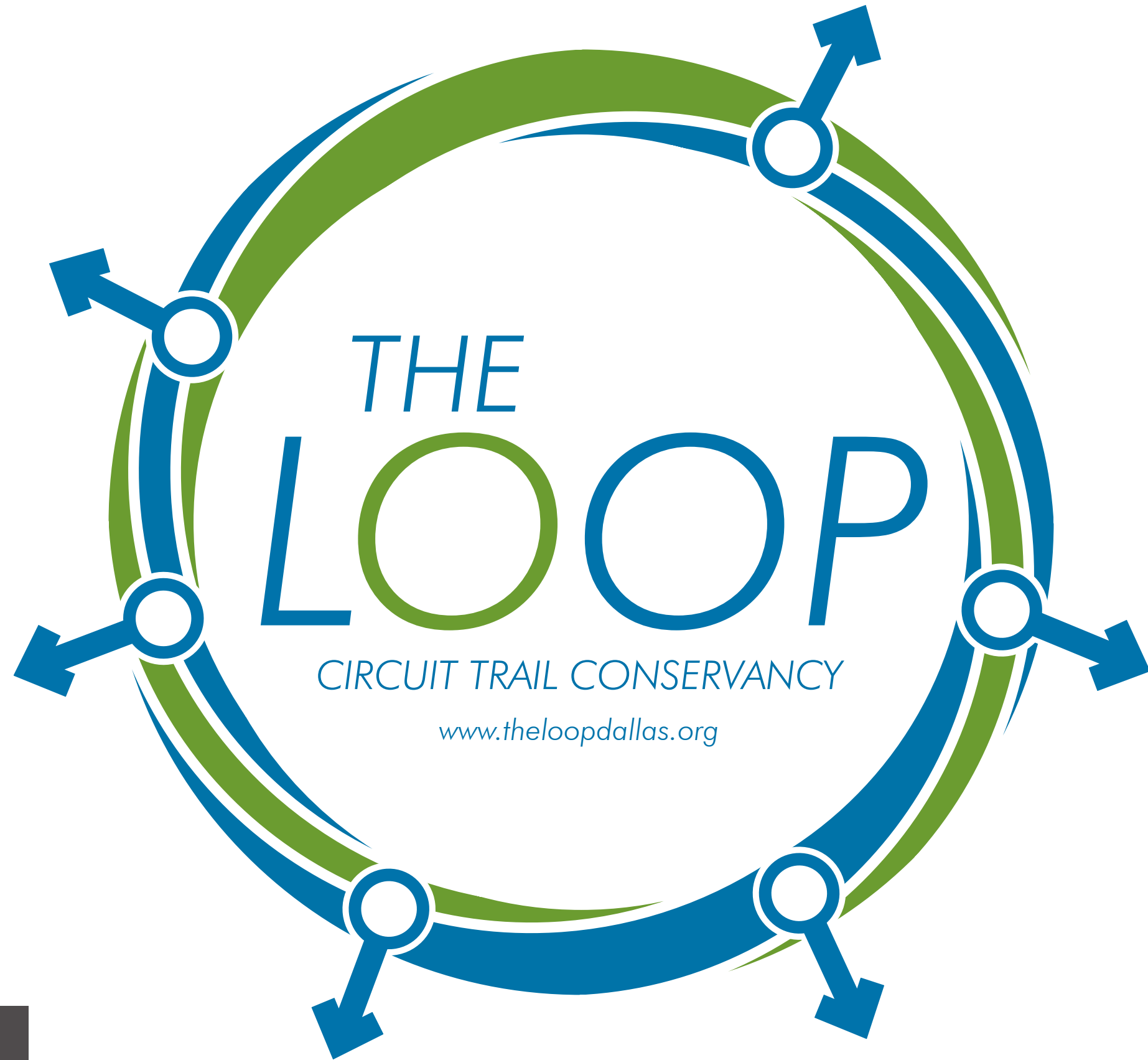
Power of Leverage

64% Non-City Funding
11 Mile Yields a 50-Mile Loop
99+ % of Right of Way Secured

Impact Investing

Economic Development Driver (50:1 or Greater)
Benefits all Communities & People
Civic Pride - Dallas goes from "Worst" to "First"



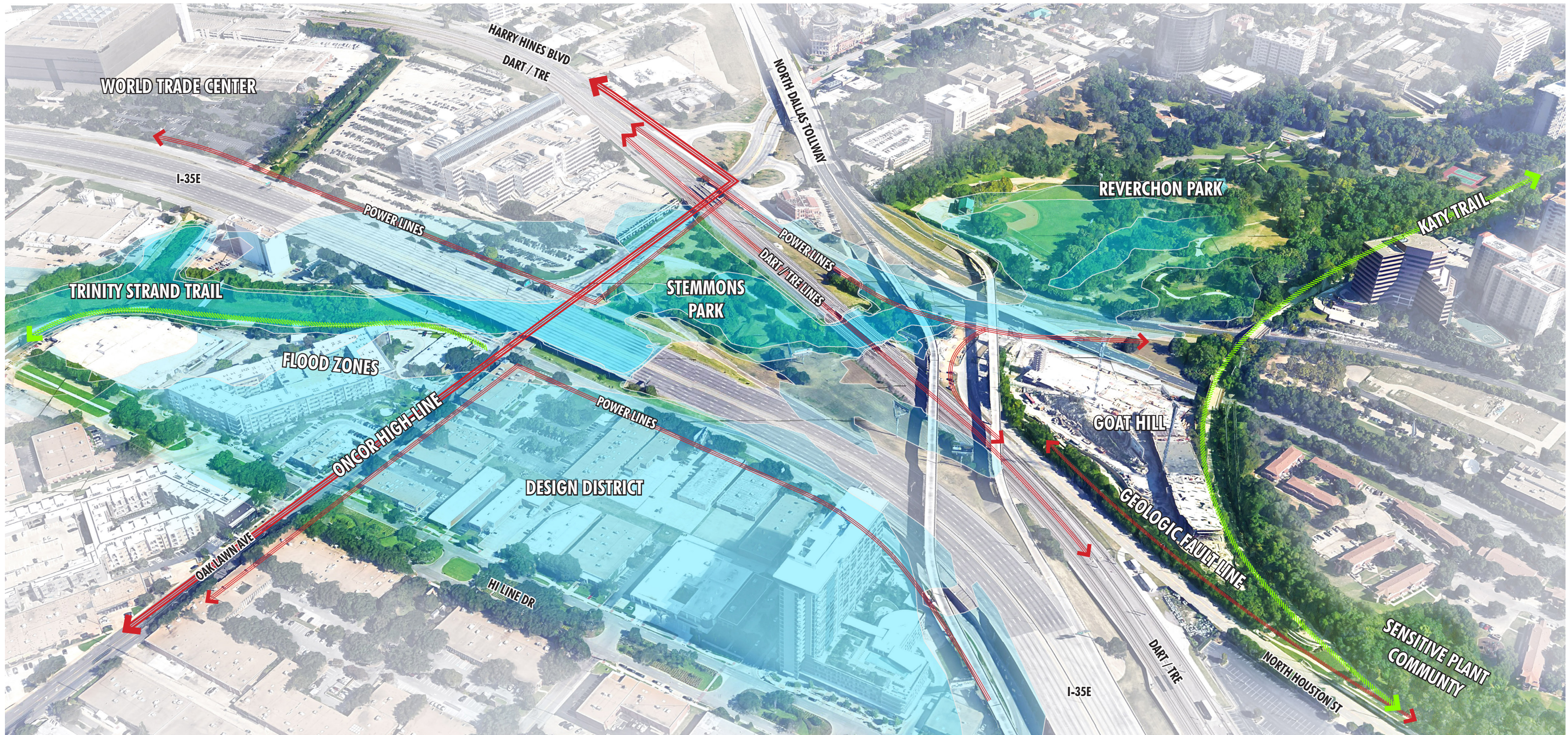


APPENDIX

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MILESTONES

- Hike and Bike Trail Network Master Plan adopted
- Dallas Parks and Recreation Department (PARD) adopts Dallas Integrated Trail Circuit plan (Dallas ITC)
- PARD approves public-private partnership strategy to complete Dallas ITC
- Mayor Rawlings calls upon private sector to partner with the City on trail network
- Circuit Trail Conservancy (CTC) formed to represent private sector in public-private partnership with Dallas
- CTC raises private funds, retains SWA
- CTC approves SWA concept plan for THE LOOP including Sky Bridge over I-35
- The Real Estate Council awards seed money grant to CTC
- Sky Bridge concept included in TXDOT/CityMAP report and NCTCOG 20/40 Plan
- CTC presents The Loop to PARD board
- CTC presents The Loop to Friends of Katy Trail, Friends of Trinity Strand, Trinity Trust
- CTC presents The Loop to Public Works, Trinity Water Shed, Dallas County, NCTCOG representatives
- NCTCOG commits to assist with funding for The Loop
- CTC establishes fiscal sponsorship fund at The Dallas Foundation
- CTC creates websites: www.circuittrailconservancy.com & www.theloopdallas.org
- CTC launches capital campaign
- CTC meets with city staff & council
- CTC continues coordination with stakeholders & fundraising efforts
- CTC Briefs Dallas City Council



CIRCUIT TRAIL CONNECTION

ENVIRONMENTAL / REGULATORY CONSTRAINTS

27

- AASHTO DESIRABLE ABOVE TRAIL VERTICAL CLEARANCE IS 10'
- AASHTO MINIMUM ABOVE TRAIL VERTICAL CLEARANCE IS 8'
- CITY OF DALLAS REQUIRED ROADWAY VERTICAL CLEARANCE IS 17'
- DART REQUIRED MAINTENANCE ROAD VERTICAL CLEARANCE IS 12'
- ONCOR VERTICAL CLEARANCE IS 14'
- MAXIMUM OF 8% LONGITUDINAL SLOPE IN CONTROLLED RUN/DISTANCES
- POTENTIAL CONFLICTS WITH TRANSPORTATION INFRASTRUCTURE
- ONCOR HIGH-LINES / ABOVE GRADE POWER LINES
- SITE LIES IN FLOOD ZONE
- SENSITIVE PLANT COMMUNITIES
- GEOLOGIC FAULT LINES

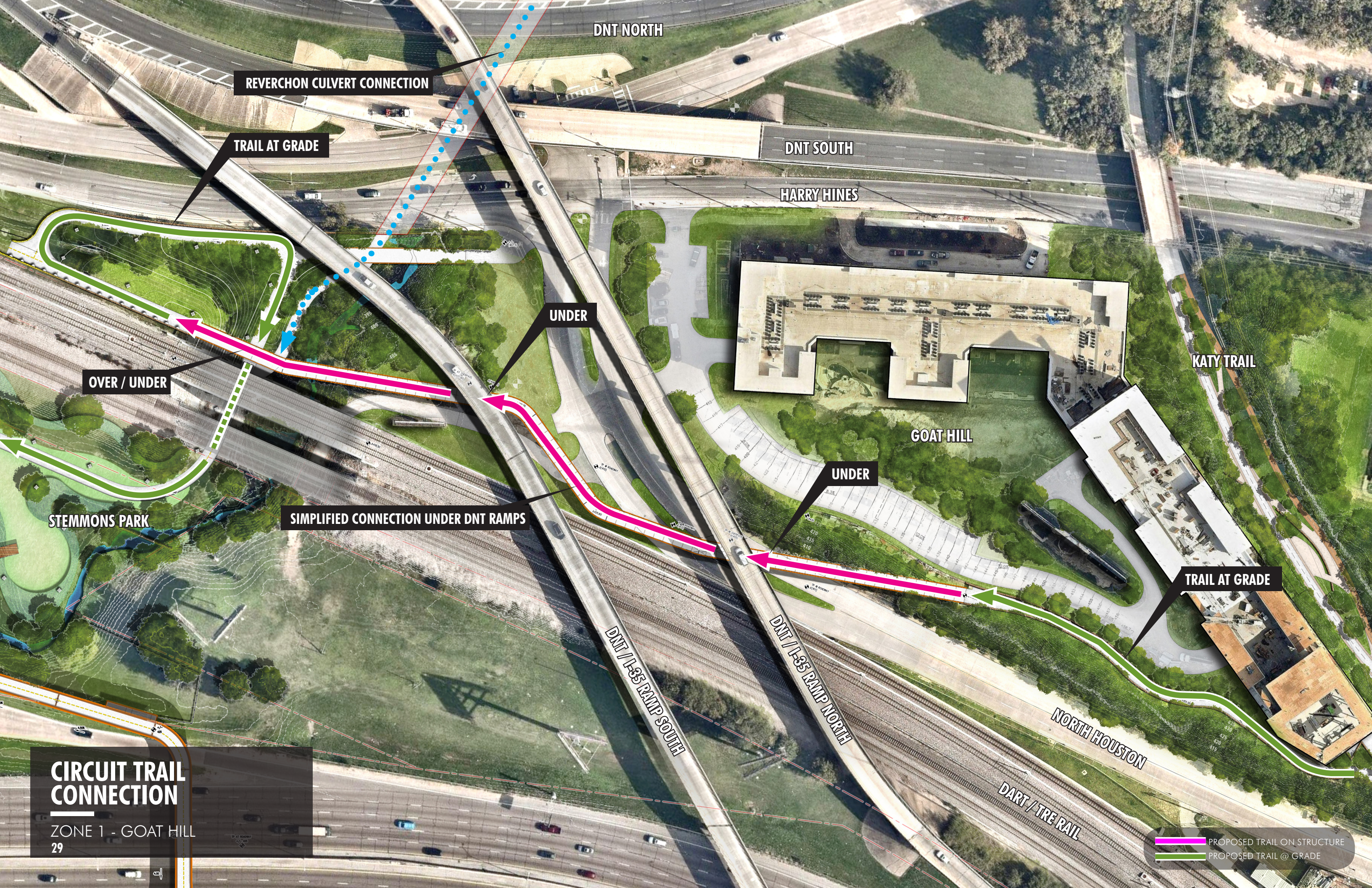


CIRCUIT TRAIL CONNECTION

TRINITY STRAND CONNECTION

28

PROPOSED TRAIL ON STRUCTURE
PROPOSED TRAIL @ GRADE



DNT NORTH

REVERCHON CULVERT CONNECTION

TRAIL AT GRADE

DNT SOUTH

HARRY HINES

UNDER

OVER / UNDER

GOAT HILL

KATY TRAIL

UNDER

SIMPLIFIED CONNECTION UNDER DNT RAMPS

TRAIL AT GRADE

STEMMONS PARK

DNT / I-35 RAMP SOUTH

DNT / I-35 RAMP NORTH

NORTH HOUSTON

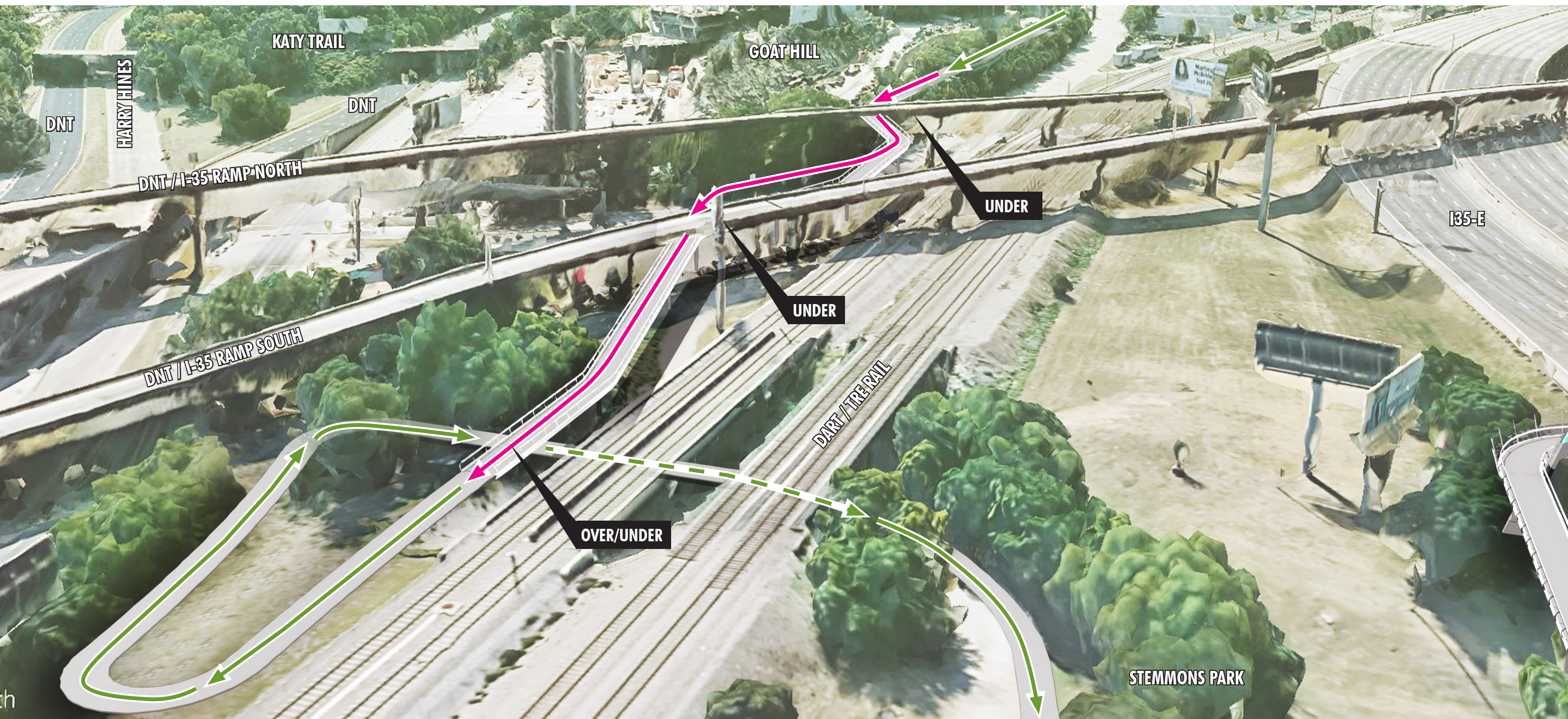
DART / TRE RAIL

CIRCUIT TRAIL
CONNECTION

ZONE 1 - GOAT HILL

29

PROPOSED TRAIL ON STRUCTURE
PROPOSED TRAIL @ GRADE



CIRCUIT TRAIL CONNECTION

ZONE 2 - STEMMONS PARK

30

PROPOSED TRAIL ON STRUCTURE
PROPOSED TRAIL @ GRADE

INFO MART

EXISTING +/-6' WIDE AT GRADE CROSSING

NOT A POSITIVE EXPERIENCE

I-35E

GATEWAY BRIDGE

ELEVATED TRAIL

ELEVATED TRAIL

TRINITY STRAND TRAIL

EXISTING TRINITY STRAND TRAIL

OAK LAWN AVE

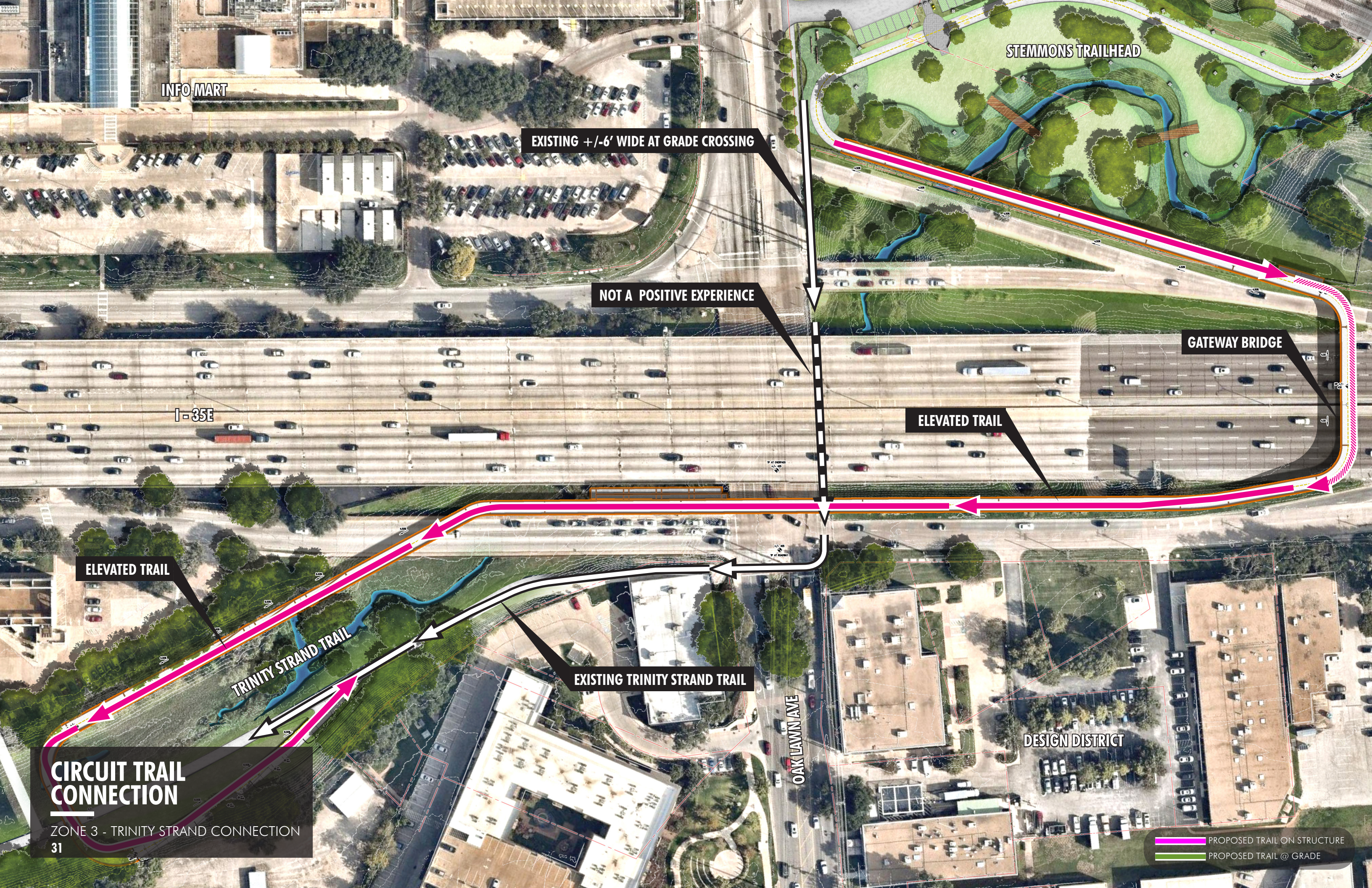
DESIGN DISTRICT

CIRCUIT TRAIL CONNECTION

ZONE 3 - TRINITY STRAND CONNECTION

31

PROPOSED TRAIL ON STRUCTURE
PROPOSED TRAIL @ GRADE



A Glorified Sidewalk, and the Path to Transform Atlanta

By RICHARD FAUSSET SEPT. 11, 2016

ATLANTA — Could this traffic-clogged Southern city, long derided as the epitome of suburban sprawl, really be discovering its walkable, bike-friendly, density-embracing, streetcar-riding, human-scale soul?

The answer is evident in the outpouring of affection that residents here have showered on the Atlanta BeltLine, which aims to convert 22 miles of mostly disused railway beds circling the city's urban core into a biking and

pedestrian loop, a new streetcar line, and a staggeringly ambitious engine of urban revitalization.

Even though just a small fraction of the loop trail has been completed, Atlantans, in one of the purer expressions of America's newly rekindled romance with city life, have already passionately embraced the project. And like any budding romance, it is full of high hopes — for an Atlanta that is more racially integrated, less congested and, in a change refreshing to many here, more focused on improving the lives of residents rather than just projecting a glittering New South image to the rest of the world.

It's not just Atlantans who see something that is potentially transformative.

"It's the most important rail-transit project that's been proposed in the country, possibly in the world," said Christopher B. Leinberger of the George Washington University School of Business, who follows urban redesign projects and has for years called Atlanta "the poster child of sprawl."

More than 30,000 people have taken a three-hour bus tour of the proposed loop; the answer to "Have you taken the tour?" has become a kind of litmus test of Atlanta civic pride.

Last year, more than 1.3 million people used a completed two-mile path along the loop, the Eastside Trail, which opened in 2012, and a second, three-mile section of the path is under construction on the city's historically African-American west side. On Saturday, tens of thousands of residents strutted their way along the existing trail in the annual BeltLine Lantern Parade, begun in 2010, that borrows much from the culture of New Orleans.

To hear the parade organizer, Chantelle Rytter, describe it, the Atlanta pageant might as well be a jazz funeral for the death of the city's old reputation, which she sums up in three words: "Soulless parking lot."

She added: "There's a different way to live now because of the BeltLine."

Such enthusiasm for what is, for now, little more than a glorified sidewalk says much about the social trends that are reinvigorating urban America. The current decade has been [one of population growth](#) for many of the United States' largest cities. But Atlanta previously experienced decades of population loss because of suburbanization and white flight.

The tide has turned significantly in recent years. Planners now say Atlanta's population, which stands at about 463,000, could double in the next 15 years. Many of the new residents could end up living along the BeltLine.

In [a study this year](#), Mr. Leinberger and a colleague, Michael Rodriguez, showed that areas they identified as "walkable urban places" in the nation's 30 largest metro areas were gaining market share over car-dependent suburban areas for "perhaps the first time in 60 years," and earning higher rental premiums.

The High Line in New York, which turned an elevated stretch of Manhattan rail line into a linear park, is perhaps the best known of the nation's urban infrastructure makeovers. Chicago's has also [converted an old elevated track](#) into a greenway, christening it the 606. Miami's [Underline](#) is reimagining 10 miles of underused land under its elevated Metrorail system as an art-lined "urban trail."

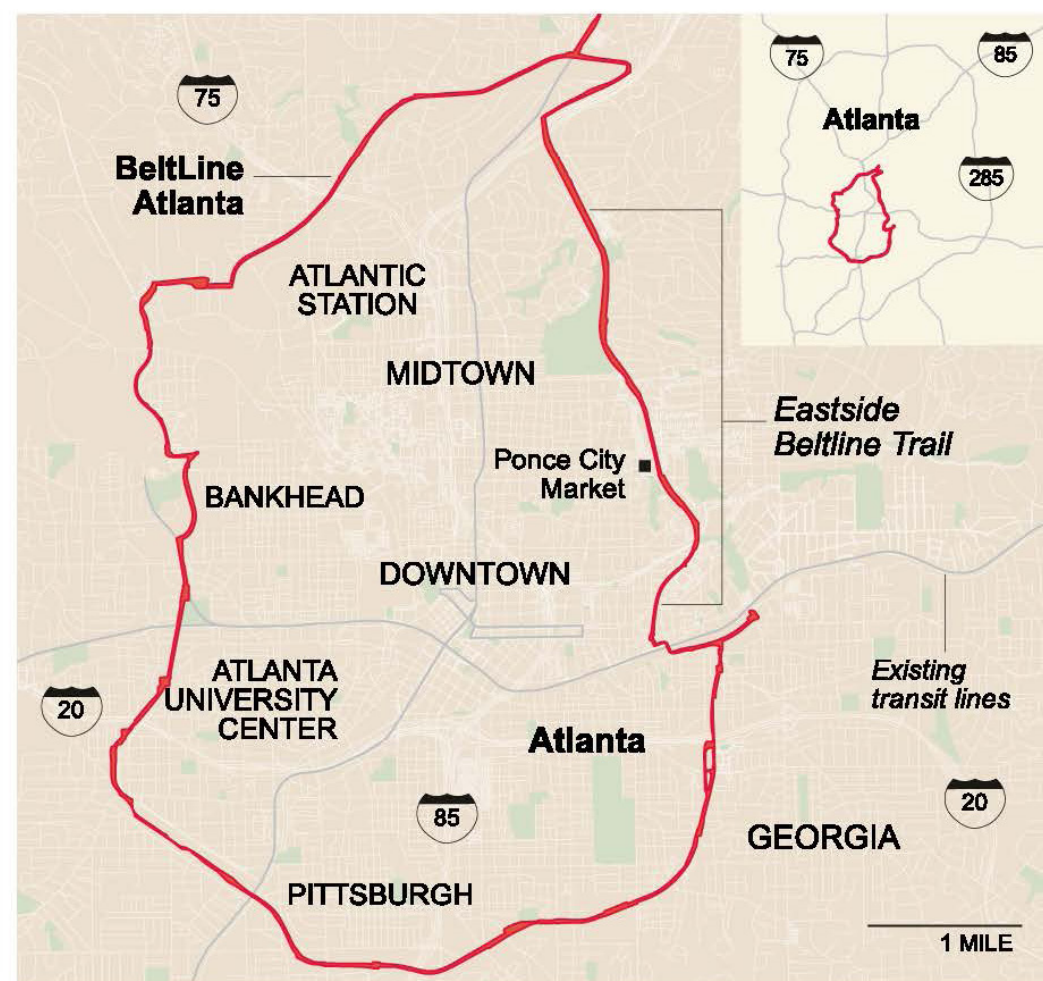
Still, many say Atlanta's plans stand out.

Private investment along the entire proposed route has surged to \$3 billion. Foundations and private donors have given more than \$54 million for paths, parks and other amenities. Home prices have risen in formerly overlooked working-class neighborhoods where the BeltLine is set to expand.

Candidates in the 2017 mayoral race, meanwhile, are turning BeltLine promises into central elements of their campaigns.

“If you like the BeltLine now, you’re going to love it when I’m your mayor,” says [the campaign website](#) for Cathy Woolard, a former City Council president.

The BeltLine idea was submitted to city officials in 2001 by a former Georgia Tech graduate student, Ryan Gravel. He grew up in the Atlanta suburbs, but had spent a year studying in Paris, where he got around without a car.



By The New York Times

On a weekday afternoon in late August, as a packed BeltLine tour bus made its way through both charming historic neighborhoods and blocks plagued by drugs and crime, a guide called Mr. Gravel a “rock star” of urban planning.

“It was just an idea, really,” said Mr. Gravel, now a planner in Atlanta. “I never imagined we’d actually do it.”

Mr. Gravel and other advocates maintain great expectations. Upon completion in 2030, they say, the \$4.8 billion project will connect 45 neighborhoods — rich and poor, black and white — thus easing old divisions of class and race. Organizers say it will promote healthy living and reduce obesity, and will provide new jobs, affordable housing, performance space, areas for urban farming and public art, as well as 2,000 acres of new and upgraded parks.

For all its economic success, locals have long known that Atlanta has had numerous unmet needs.

Mark Pendergrast, an Atlanta-born author, in a forthcoming book about the BeltLine, notes that the city, by [at least one measure](#), suffers from the worst income-inequality gaps of any major American city; soul-deadening sprawl and commuting times; and neighborhoods that have been chopped up by highway construction and mangled by misguided 20th-century “urban renewal” projects.

For Joe Peery, 54, a commercial artist and longtime Atlantan, the BeltLine feels like a shift in the way the city conceives its big dreams. In the past, he said, Atlanta disappointed him with its big projects. The 1996 Summer Olympics struck him as corporate and cheesy: “a huge money grab,” he said. In contrast, the BeltLine lavishes attention on the neighborhoods where — as Mr. Peery and Ms. Rytter, the Lantern Parade organizer, would both agree — Atlanta’s low-key soul resides.

“If not for the development of the BeltLine, I would have been driven out of here,” Mr. Peery said.

Mr. Gravel is surprised that the existing BeltLine has become such a gathering spot — a place to promenade, take outdoor yoga classes, and wander in and out of trendy restaurants.

But he and others know there are challenges ahead. Much of the project's future funding will hinge on whether voters will approve, in November, two citywide ballot measures that will raise sales taxes by a total of nine-tenths of a cent.

Gentrification fears are also widespread. The city has built only a small fraction of the 5,600 affordable housing units it promised along the loop, largely because the recession from 2007 to 2009 depressed property values and lowered the revenue from a tax-increment funding plan.

Officials at Atlanta BeltLine Inc., the quasi-governmental agency overseeing the project, have pointed to other plans they hope will keep low-income residents along the BeltLine. But some residents are skeptical in a city that has torn down nearly all of its traditional public housing complexes in recent years.

"Instead of helping poor people around here fix up their property, they're going to give them pennies on the dollar and they're going to move," said Lena Shepard, 79, a shopper at a west side grocery store along the BeltLine.

But Shударrian Butler, 30, a barber working nearby, was looking forward to the new path. Maybe more whites would come to this neighborhood, he said. And maybe that was a good thing.

"It may blur that racial line a little bit," he said. "Maybe we'll learn to live amongst each other."



THE LOOP

CIRCUIT TRAIL CONSERVANCY

www.theloopdallas.org