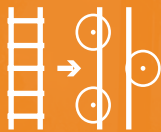


THE
CHATT
CLIFTON HILLS ALTON PARK THREAD TRAIL
 LINKING SOUTH CHATTANOOGA
 FY 24 RAISE APPLICATION



PROJECT COMPONENTS



01 ALTON PARK CONNECTOR PHASE 3

A 0.8-mile segment on a former industrial railway corridor that will be transformed into a linear park, running from Southside Community Park to Alton Park Blvd., where it will connect to a 0.6 mile segment already funded. The already funded segment will link directly to the City's flagship Riverwalk Greenway, representing the first major residential neighborhood connection to the Riverwalk.



02 CLIFTON HILLS CONNECTOR

A 1.82-mile trail extension including .8 miles of greenway running alongside a buried landfill and across Chattanooga Creek, to connect to Crabtree Farms and 1.02 miles of bike boulevard linking across the busy Rossville Blvd (US-27) to Clifton Hills.

PROJECT SNAPSHOT



LOCATION

City of Chattanooga
 Hamilton County, Tennessee



TOTAL MILEAGE

2.62 miles
 Shared use path extension along an acquired, abandoned rail line, and across Chattanooga Creek



ESTIMATED COMPLETION DATE

Q2 2031



100% AREA OF PERSISTENT POVERTY/HISTORICALLY DISADVANTAGED COMMUNITY

The CHATT alignment is entirely within Census Tracts 19,23,and 25.

Project Cost:	\$19,695,708	
Local Match:	\$3,939,142	20%
RAISE Funding Request:	\$15,756,566	80%

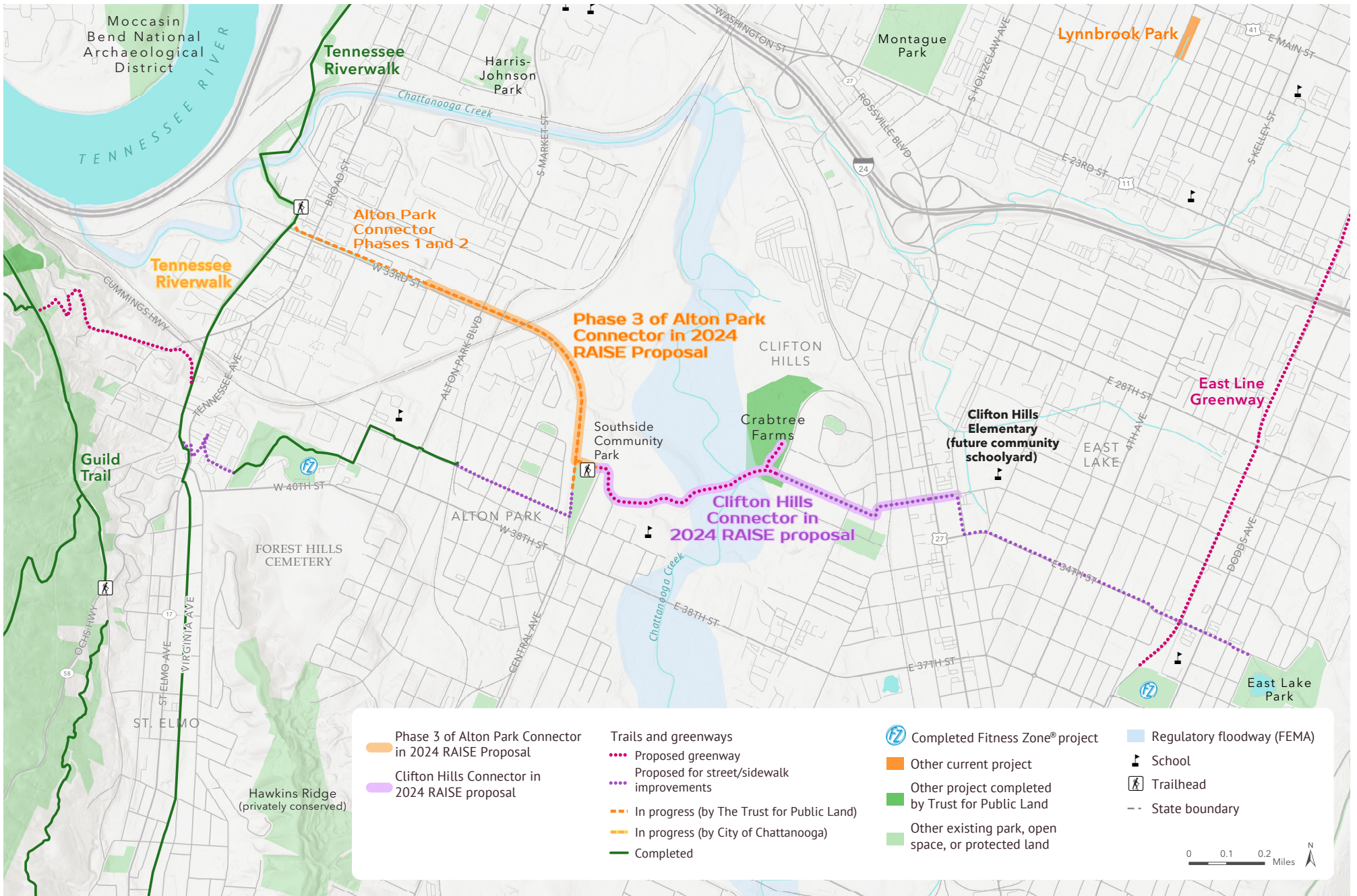
Current Design Status of the Project:

Component 1: 30% design documents

Component 2: 10% design documents

Background Materials

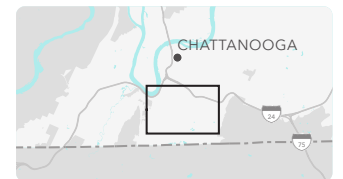
<https://www.tpl.org/resource/raise-grant-program>



Clifton Hills Alton Park Thread Trail (CHATT)

RAISE PROPOSAL

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PROJECT DESCRIPTION

The Clifton Hills Alton Park Thread Trail (CHATT) project will link and revitalize a diverse collection of South Chattanooga lower-income communities of color, which have been cut off from opportunity and the renaissance of Chattanooga.

When all components are completed, the CHATT will be a 10-foot to 12-foot-wide shared-use path and bike boulevard extending 2.62 miles from the vibrant Tennessee Riverwalk greenway to Clifton Hills Elementary School, a future community schoolyard in a neighborhood partitioned by US-27.

The CHATT trail project is divided into the Alton Park Connector and the Clifton Hills Connector (see Project Overview map on p.2).

A portion (0.6 mile) of the Alton Park Connector, Phase 1 and Phase 2, already has dedicated funding from the City of Chattanooga and a private developer, respectively. Construction has started on Phase 2.

A significant funding gap remains to complete the remaining portion of the Alton Park Connector (Phase 3) and the Clifton Hills Extension to complete the remaining 2.62 miles of the CHATT trail. These 2.62 miles are the focus of this RAISE grant application.

Most of the 2.62-mile proposed urban trail consists of a former rail corridor purchased by Trust for Public Land (TPL) private capital and donated to the City in 2018 for a future greenway. The trail will traverse through one of Chattanooga's most storied black communities, Alton Park, and a neighboring, but separated, diverse community with a sizable Latino population, Clifton Hills.

This urban trail will connect these tight-knit but isolated communities to the thriving Riverwalk and vibrant parks and public spaces along the route. A former thriving cultural hub and job center, the last 50 years have highlighted the challenges of industrial contamination and subsequent neglect. These South Chattanooga neighborhoods are also cut off from nearby areas with recent significant investment by natural barriers and heavy rail infrastructure, creating dramatic income, economic mobility, and health outcome disparities.

This project embodies these communities' stated goals of inclusivity, equity, mobility, opportunity, and safety and will begin to mitigate the wrongs of pollution, segregation, and disinvestment that still sequester lower-income urban communities of color today. It will unlock latent demand for multi-modal transportation, serving as a critical east-west transportation corridor in a city divided by many industrial and geographic barriers, such as the railroads, rivers, and rolling ridges of the Tennessee Valley. **More than 35% of households/occupied housing units in Alton Park and almost 16% of those in Clifton Hills are without car access, compared to 8.3% of Chattanooga.** The trail will provide equitable, active transportation options, contributing to a flourishing community where opportunities to walk and bike are safe and abundant.

The City of Chattanooga's comprehensive Parks and Outdoors Plan developed a robust methodology factoring equity, access, and other factors to rank and prioritize projects. This project scored the highest among all other greenways considered in the plan and is firmly on the list of phase 1 recommendations. This project is also supported by the Chattanooga-Hamilton County/North Georgia Transportation Planning Organization's (TPO) long-range

regional transportation planning goals outlined in the 2050 Regional Transportation Plan, adopted by the TPO Executive Board in January 2024. This plan identifies creating “an equitable transportation system built on a foundation of safe, walkable communities while also providing biking and public transit connections” as a central goal for the region.

The CHATT is planned to eventually extend east, connecting to the East Lake Connector, creating an essential, much-needed multi-modal infrastructure along a route with multiple public schools to East Lake Park.



Children playing at Southside Community Park

PROJECT OUTCOMES



Formerly isolated communities are integrated into the opportunity streams of the broader, prospering City of Chattanooga by removing barriers and creating the first significant community connection to the renowned Riverwalk in 30 years.



Safer transportation through protected and comfortable guideways for walking and cycling. **Since 2017, nine pedestrian and thirteen bicycle collisions have occurred within 0.75 miles of the proposed trail alignment.**



A more livable environment with new access to the Tennessee River and 3,000 acres of world-class green space and recreation amenities.



Greatly improved access to schools and to community resources for basic needs and personal/familial well-being, with new access to agriculture-based nonprofits.



Economic revitalization of a historically black middle-class neighborhood, with a current black majority of 79%, and a community with a rapidly increasing Latino population, currently at 32%, by facilitating tourism, attracting investment, and removing transportation barriers to vital social, economic, and commercial services.

COMPONENT 1:

ALTON PARK CONNECTOR PHASE 3

The path will be 12 ft. wide concrete and constructed along a former rail line with an average right-of-way width of 50 feet along the project corridor. This project will include an at-grade railroad crossing approximately 260 ft. east of Alton Park Blvd. and a projected below-grade railroad crossing approximately 315 ft. east of the at-grade crossing. The project also includes pedestrian improvements such as improved access where the trail crosses the driveway at W 33rd and Chandler Pl, a new sidewalk connection to the existing sidewalks about 50 ft. south of W 33rd St. on Chandler Place, and bicycle and pedestrian trail connections to existing vehicle parking and pedestrian and bicycle trails of Southside Community Park.

Throughout the project corridor, the elevation of the path varies. There will be connections from the path to the surrounding street and sidewalk networks along W 33rd St. and Hughes Ave., including at the community center at Hughes Ave. and Water St. Component 1 includes environmental mitigation or capping of the project site, increased visibility at street crossings, furnishings, lighting, signage, and wayfinding.



Proposed view of the Alton Park Trail facing south near the CSX rail overhead crossing

COMPONENT 2:

CLIFTON HILLS CONNECTOR

The second major component of the CHATT plan is a .8-mile shared-use path and bike 1.02 mile boulevard linking Southside Community Park to Clifton Hills Elementary School. Beginning at Southside Community Park, the 12 ft. wide asphalt will run on the east side of W 36th St for several hundred feet. The trail will then traverse the southern portion of the capped landfill to remain above 10-year flood-stage levels. There are 11 vacant parcels in the immediate vicinity, offering the potential for mixed-income, mixed-use infill development.

The raised area of the landfill slopes down to the existing floodplain around Chattanooga Creek at the preferred crossing point. The floodplain and wetland surrounding Chattanooga Creek are among the largest forested areas near downtown Chattanooga, with little public access. At that point, the trail will leave the landfill cap and transition to an elevated boardwalk.

This approach will reduce environmental impact by eliminating grading and soil disturbance, allowing the trail to utilize existing grading on the landfill to Crabtree Farms. The trail construction will also naturalize water flow within the Chattanooga Creek floodplain by removing constricting fill within the trail corridor. The crossing at this point should not interfere with the artificial creek lining to the north, where contamination caused the creek to be designated a Superfund site; the level of contaminated sediment at this point is relatively low. The trail will then tie into Crabtree Farms in the Clifton Hills neighborhood and continue east on 32nd Street as a bike boulevard across the busy arterial corridor of Rossville Blvd (US-27) to Clifton Hills Elementary, a priority location for a new school building and future publicly accessible community schoolyard park. The school is currently disconnected from its neighborhood, and this project will provide a safe route for children to walk or bike to school. Future plans call for further trail extension to East Lake, funding permitting, creating a vital east-west connection for disadvantaged communities.