



Reconnecting Communities Trails Funding WIN

Reconnecting Communities and
Neighborhoods Grant



ONE
great
REGION



Vision

ONE **great** REGION

Mission

Foster thriving communities for all within the Atlanta region through collaborative, data-informed planning and investments.

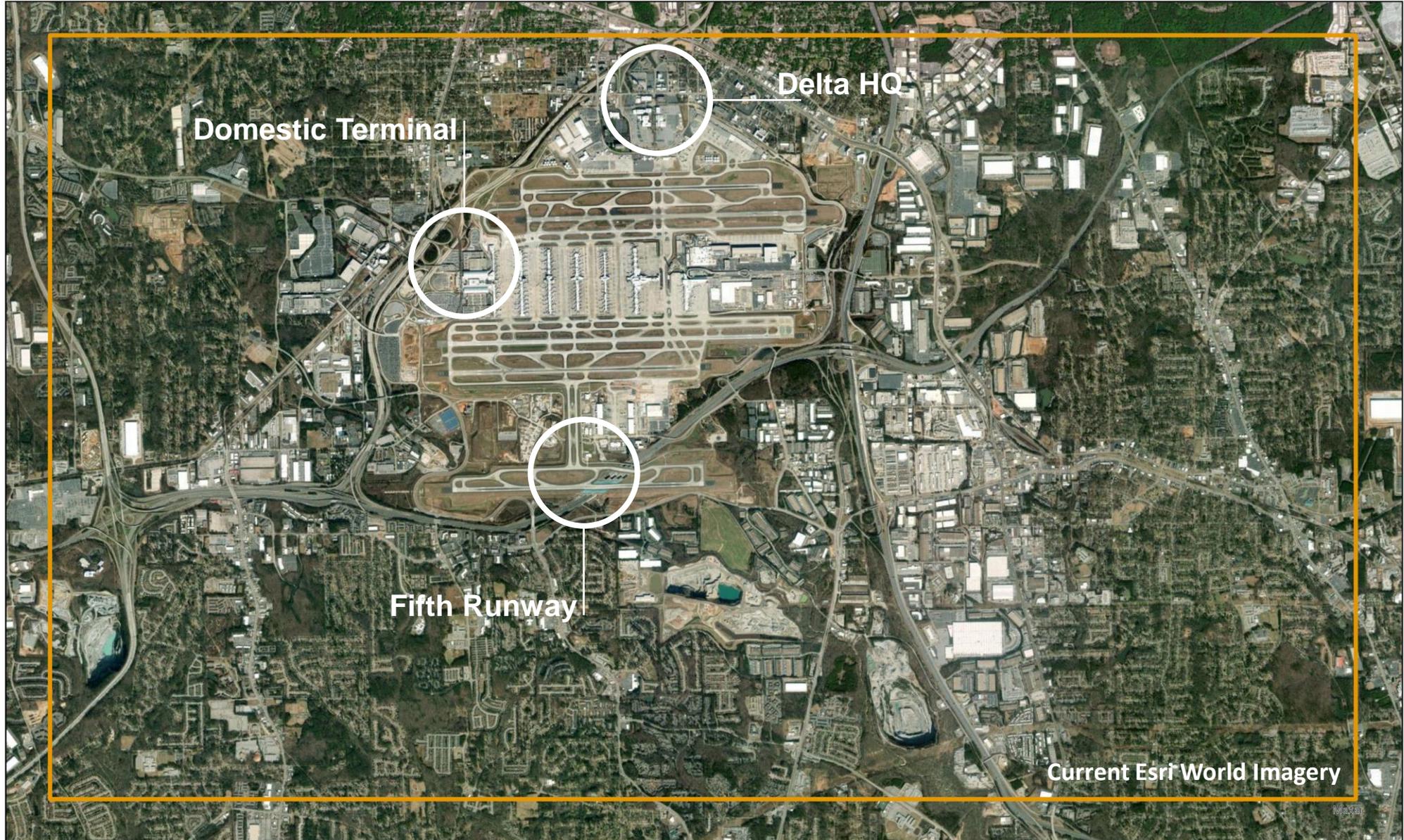
Values

Excellence | **Integrity** | **Equity**

Goals

-  **Healthy, safe, livable communities** in the Atlanta Metro area.
-  **Strategic investments** in people, infrastructure, mobility, and preserving natural resources.
-  Regional services delivered with **operational excellence** and **efficiency**.
-  **Diverse stakeholders engage** and take a regional approach to solve local issues.
-  **A competitive economy** that is inclusive, innovative, and resilient.

The Airport – 2023



The Airport – 1958 – with today's Interstates



Fulton Okays Annexing of Airport Road

By RICHARD ASHWORTH

Fulton County's legislature Monday agreed to pass

College Park Takes Airport Expansion Fears to ARC

By KATHY WILSON
College Park officials took their questions and criticisms about proposed Atlanta airport expansion to the Atlanta Regional Commission Tuesday, asking for assurance that airport growth will not be detrimental to the city.

Although airport planner Max Walker assured them the street situation in College Park will be handled as it sees fit, officials did not seem particu-

larly reassured that their fears were allayed.

An environmental impact report on the east side of Atlanta airport, including relocation of Interstate 85 and College Park officials because of some of the environmental law proposals. The report suggests both an airport project, and closure to automobile travel in air or other facilities would be covered by the report.

College Park officials say the growth in the 300,000 will bring a new residential, more than 100,000. Walker said the expansion in College Park is important, and he expects to see it.

College Park city manager "C. M. Markham said that this expansion, which would be a new 21,000 sq ft of an existing office building, would be a good thing for the city.

College Park Mayor Ralph Perry said he would be a good idea even though during his first term on the committee "we didn't have any money to do anything, we just wanted airport plans."

ARC representatives Mary Ann Carter expressed concern that the proposed expansion would duplicate the MARTA airport station. She said MARTA had not received a copy of the report and requested additional time to study the proposal.

Other thing in common. Both have airline captains for mayors.

Hapeville, with a population of about 10,000 has a mayor — Perry Hudson — who is well-known in common, a native son, sure of himself and a veteran politician.

College Park, which has a population of almost 25,000, or approximately the same as the first airport expansion period of the early 1950s, has a new and pressy mayor, Ralph Pringle.

The two cities have a major difference. Hapeville is locked in. It is surrounded by East Point, Atlanta and Atlanta Airport. College Park, situated

in DeKalb County and east a portion of northwest Clayton County for airport purposes; part of College Park lies in Clayton County; East Point is in DeKalb County and one lot in Mountain Park lies in Cherokee County.

Neither House Bill 529 nor any proposition put forth by city, although he did appear with East Point Mayor R. E. Brown while Brown presented his plans for a South Fulton City.

Nolan, who runs a small grocery store across from city hall, thinks that if the majority of the residents of his town, especially the new ones, wanted to be a part of Atlanta, "They wouldn't have left Atlanta in the first place."

Nolan believes HB 529 will pass the House—and without a referendum clause. He would rather have a South Fulton government than a merger with Atlanta, but he says he does not care for big

Downtown and Airport Connectors To Join the System Early This Fall

Two short but important connecting links of Interstate 85 — both located in Atlanta — are expected to be opened early this fall.

They are the Downtown Connector and the Airport Connector.

The Downtown Connector will bring together the North and South Expressways in Atlanta. It actually carries both I-85 and I-75.

The Airport Connector, which

juts off from the South Expressway to cut across past the Atlanta Airport, carries I-85 down to the Perimeter Route where the interstate then will head southwest toward West Point and the Alabama line.

This stretch of I-85 will cut considerably the time it takes to drive to the airport from downtown Atlanta. At present, the motorists must drive down the

many stop signs and traffic lights before arriving at the airport.

The Downtown Connector has been the subject of a long-running controversy because of the time it is taking to complete it.

State Highway department officials point out that bad weather has been the big factor in downtown Atlanta. At present, the delays and that the work still will be completed within

MERGER: A THORNY PROBLEM—NO. 3

Neighbor Cities Suffered

By PAUL BEEMAN
College Park and Hapeville, the second and third largest cities outside Atlanta, that has bubbled up by an I-85 merger, nothing is common, in their association

house consideration the Tri-Cities. College Park, which has a population of almost 25,000, or approximately the same as the first airport expansion period of the early 1950s, has a new and pressy mayor, Ralph Pringle.

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Roadway Land Loss Hurts

HAPEVILLE'S SURVIVAL FIGHT LOSES GROUND

By RICHARD ASHWORTH

The City of Hapeville is fighting for its life.

Death of the Atlanta suburb is not eminent.

But the near-fatal inflictions against which the city's leaders are fighting were strongly brought home to its citizens last week by a bill passed by the Georgia Legislature.



Hapeville's principal Airport passes

0 citizens n and has something to spare:

rank Cog- tist losing

e of the

people, unless they want to move into an older house, will owe their allegiance somewhere else when they get married."

And Mr. Knight emphasizes this further facet of the land use problem: By its action to save the city financially in converting land to commercial uses, the city is wiping out badly needed residential land.

"WE HAVE NO desire to become a commercial city," Knight commented. "But I don't see how we can avoid it."

There are only two avenues of land expansion left open to the city: Jump the county line and expand into Clayton County or take in the Owens-Illinois glass plant.

"We have almost given up hopes of acquiring the glass plant," Mr. Knight said, pointing out that East Point is also vying for that.

Move Over for Progress

Hartsfield Airport Expansion Shoving Interstate Aside In Costly Relocation Project That Already Spans Decade

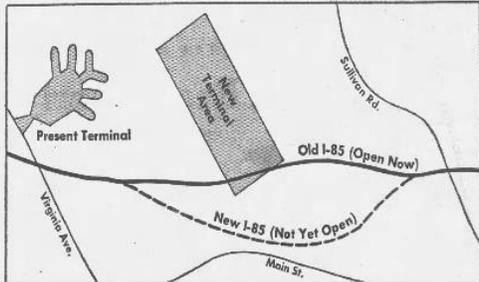
By RALEIGH BRYAN

Interstate highways don't get up and walk away when they stand in the way of progress: they are relocated at great cost and effort.

Witness the work in progress to relocate I-85 South of Hartsfield International Airport can be enlarged enough to accommodate construction of a \$400 million midfield terminal complex.

Not one but four governments or governmental agencies are cooperating in this considerable undertaking. And the cost of construction alone, excluding right-of-way, is \$114 million for a mere 4,000 yards of interstate and 10 bridges.

And the interval between the time the relocation became an obvious need until it finally was funded and put to contract spanned a decade a



In the scheme of things, people who go to the terminals in the future will check in at ticketing lobbies, then they board a people-mover to a minimal rapid transit system to be transported to concourses along which the plane-loading platforms, or "gates," may be reached.

The people-mover in the "spine" of the big complex, running from west (and the terminals) to east and crisscrossed by concourses.

The people-mover will be the occasion for certain construction activity that is expected to begin before this year is out—hence, before the big terminal complex itself is let to contract.

This work is to lower the water table of the "dewater" the ground through which the subsurface people-mover must

about to begin is the work already in progress to relocate I-85.

No one can travel existing I-85 without seeing some of this work.

Driving south, one first sees construction activity at the point where Williamson Drive (College Park) passes over I-85. The work is in preparation for the eventual merger of the old and new stretches of I-85, which will be made some distance farther on, beyond the Virginia Avenue exit.

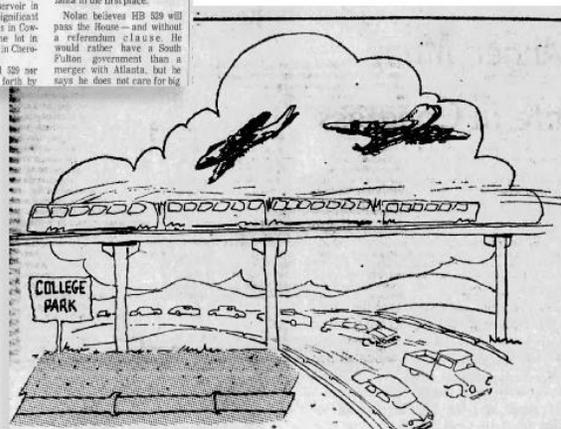
From that point, the new roadway bears substantially to the right, so that when it intersects the Camp Creek Parkway it is almost abreast of Main Street in College Park (U.S. 29).

Further south, the new route roughly parallels West Road for a distance, then merges with existing I-85

(DOT). It is DOT that has full management of the project, an indication of state cooperation in what is perhaps inaccurately deemed a purely "local" project.

But DOT is financially the lowest contributor to the project, with a \$1.5 million share. Atlanta and hence the citizens who actually end up financing most airport improvements have a \$4.5 million share. The Federal Aviation Administration also has a \$4.5 million involvement, and the Federal Highway Administration (FHWA) has the balance of the \$11 million.

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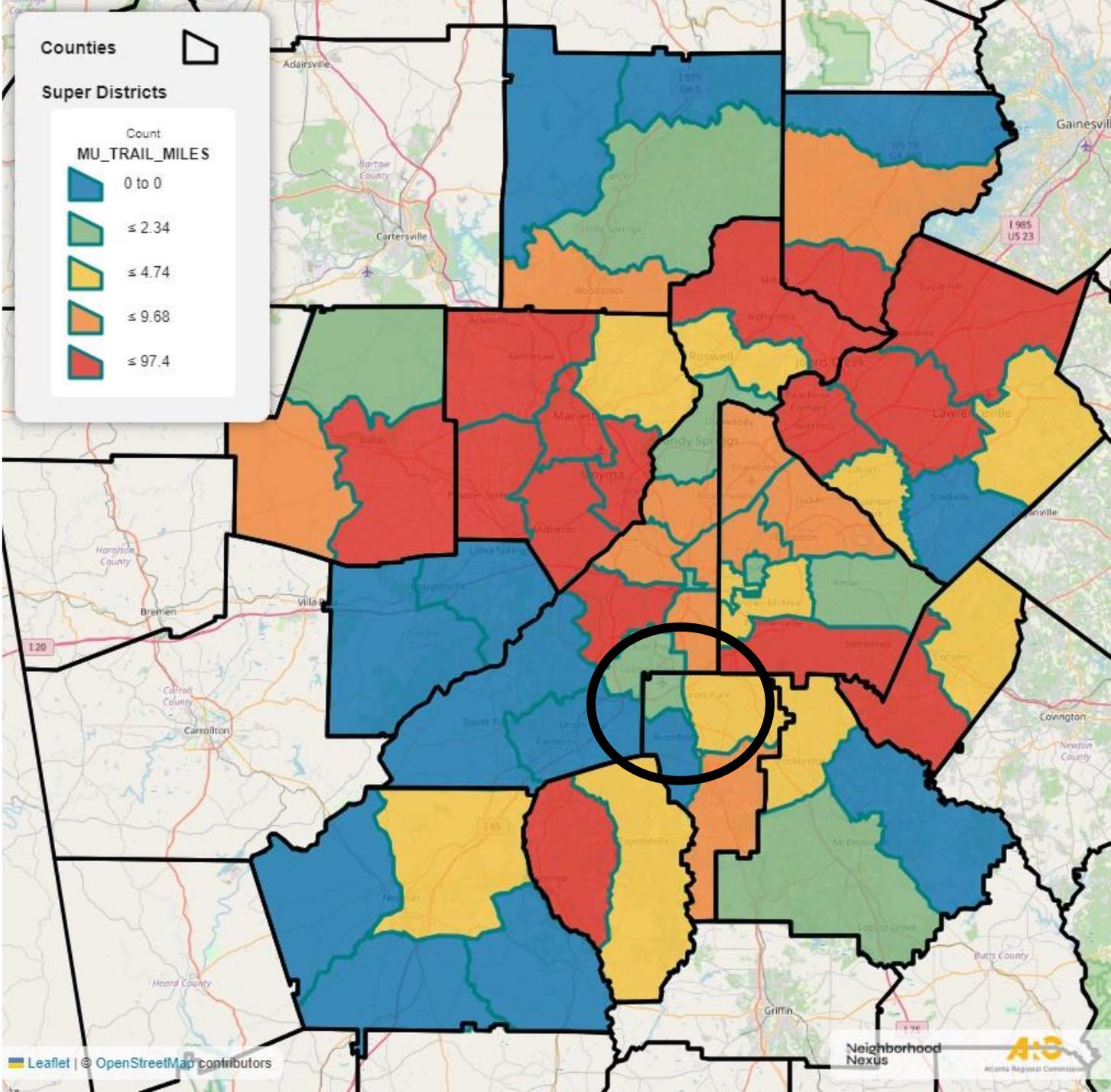
Twisting in Wind

Atlanta Breathes—to College Park It's Either Perfume or Halitosis

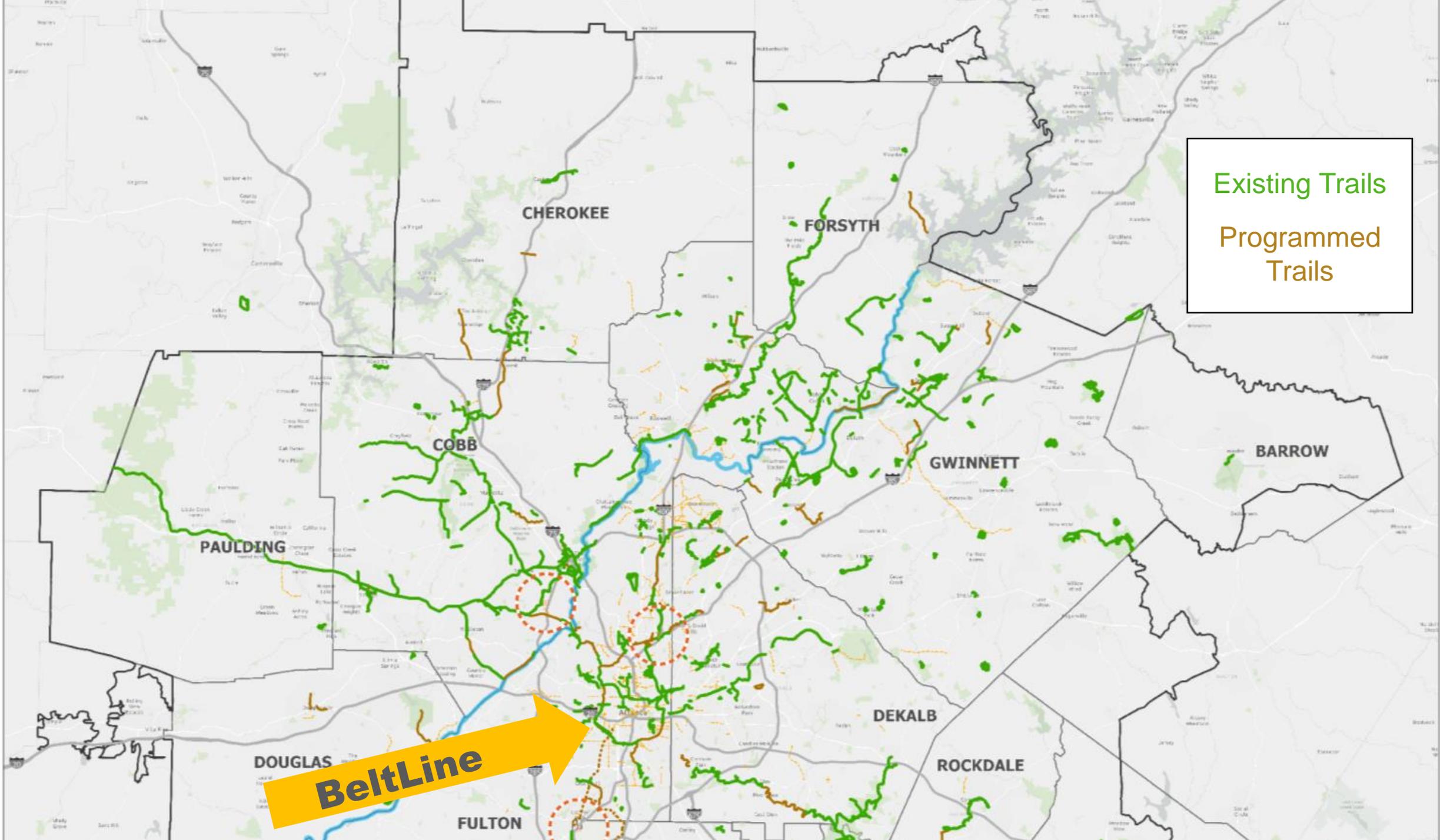
NOTICE! Dick's

Miles of Multiuse Trails

With a lack of park space, it stands to reason there is a lack of multi-use trails in the areas surrounding the airport. In fact, the Riverdale Superdistrict is one of a handful of Superdistricts that have no multi-use trails at all.

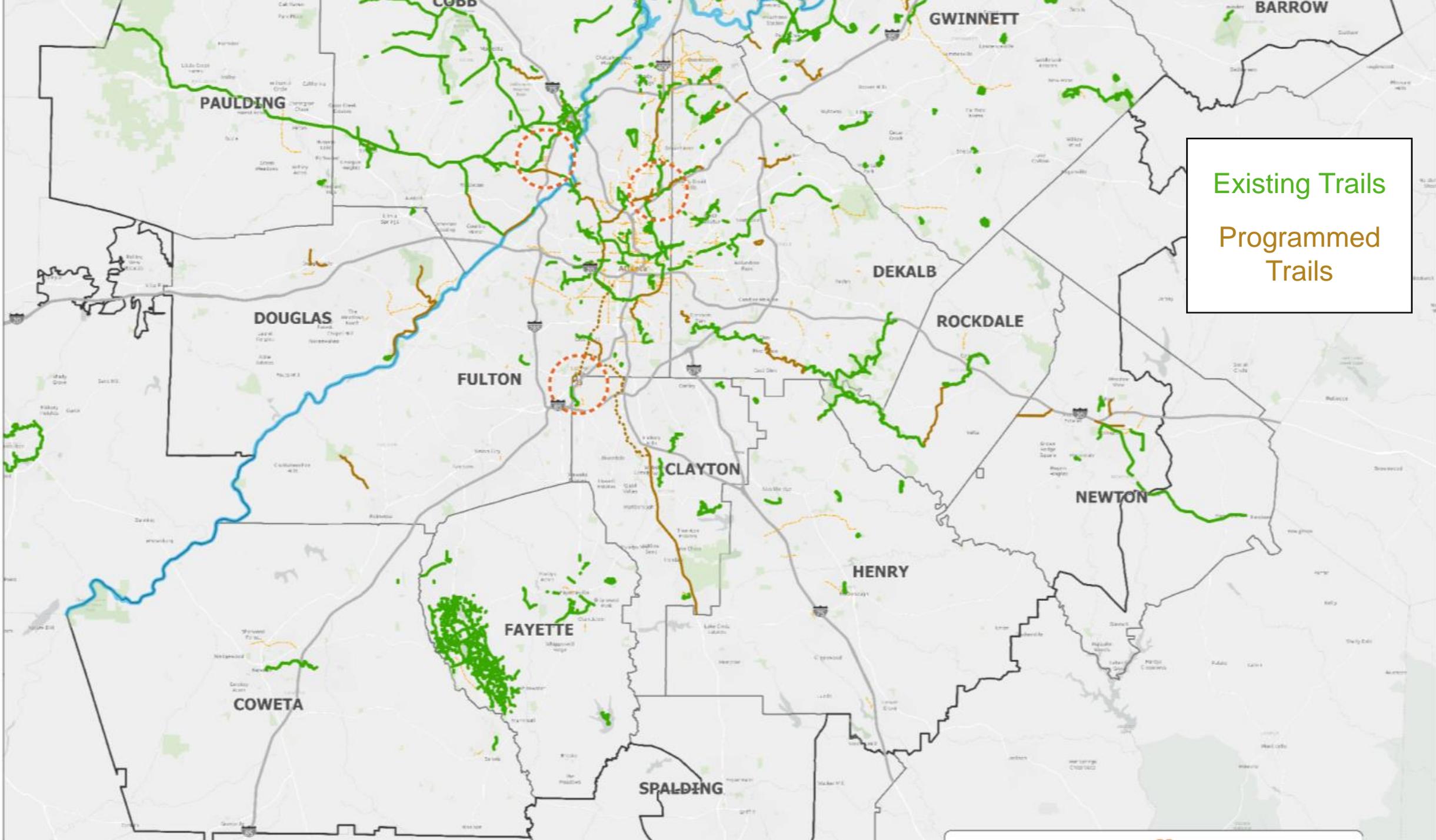


Source: Atlanta Regional Commission

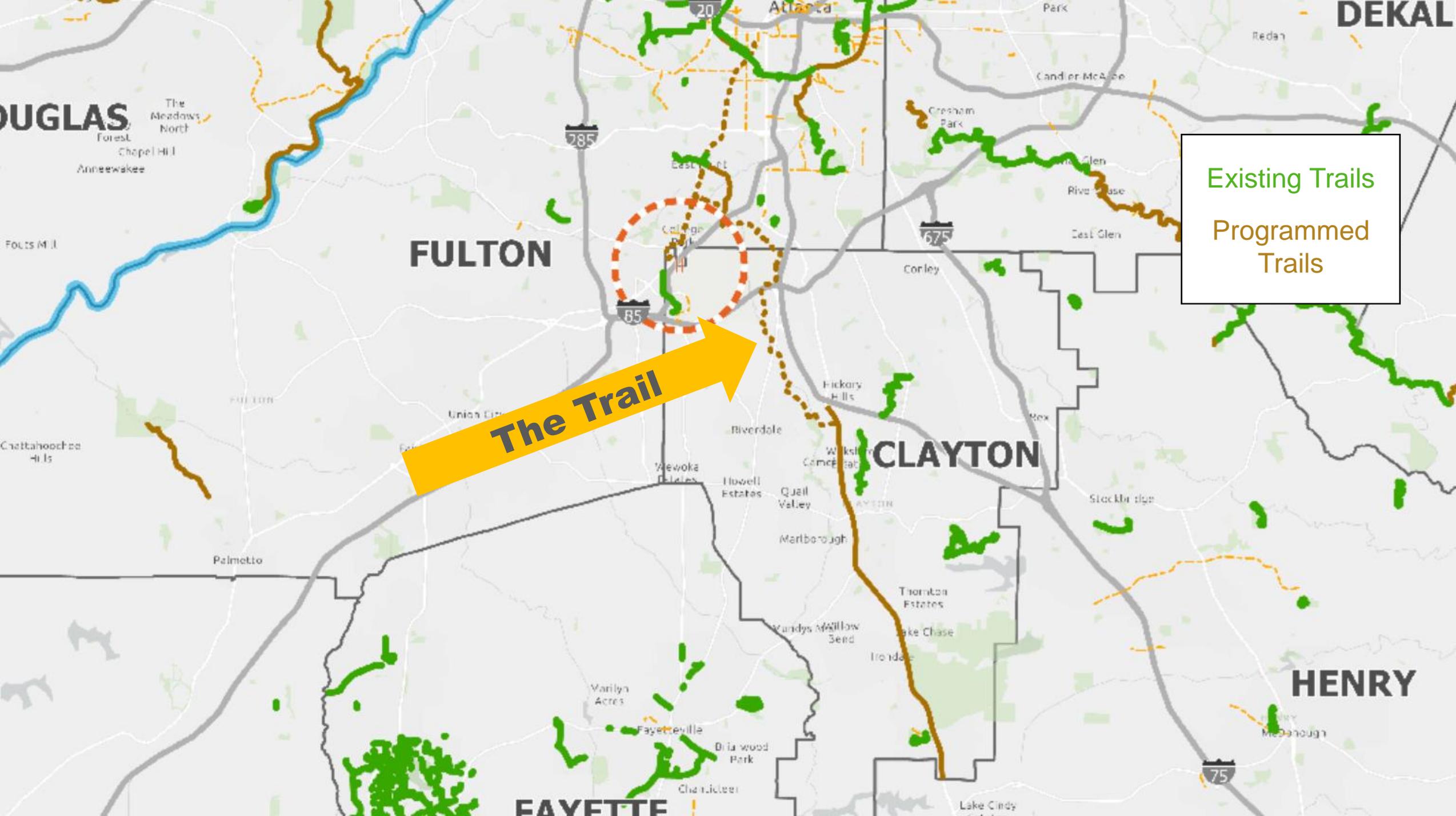


Existing Trails
Programmed
Trails

BeltLine



Existing Trails
Programmed
Trails



DEKALB

DUGLAS

FULTON

CLAYTON

HENRY

FAYETTE

Existing Trails
Programmed Trails

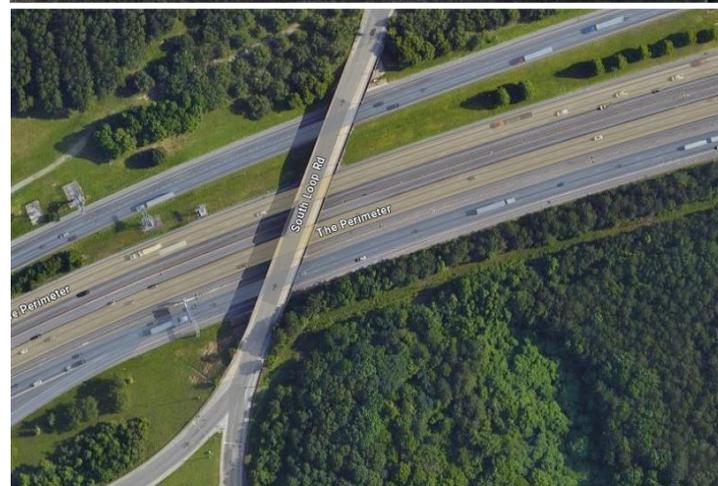
The Trail

Partners



Dividing Facilities

- Interstate 85
- Interstate 285
- Langford Parkway (GA-166)
- GA-85
- CSX & Norfolk Southern Lines
- MARTA heavy rail tracks

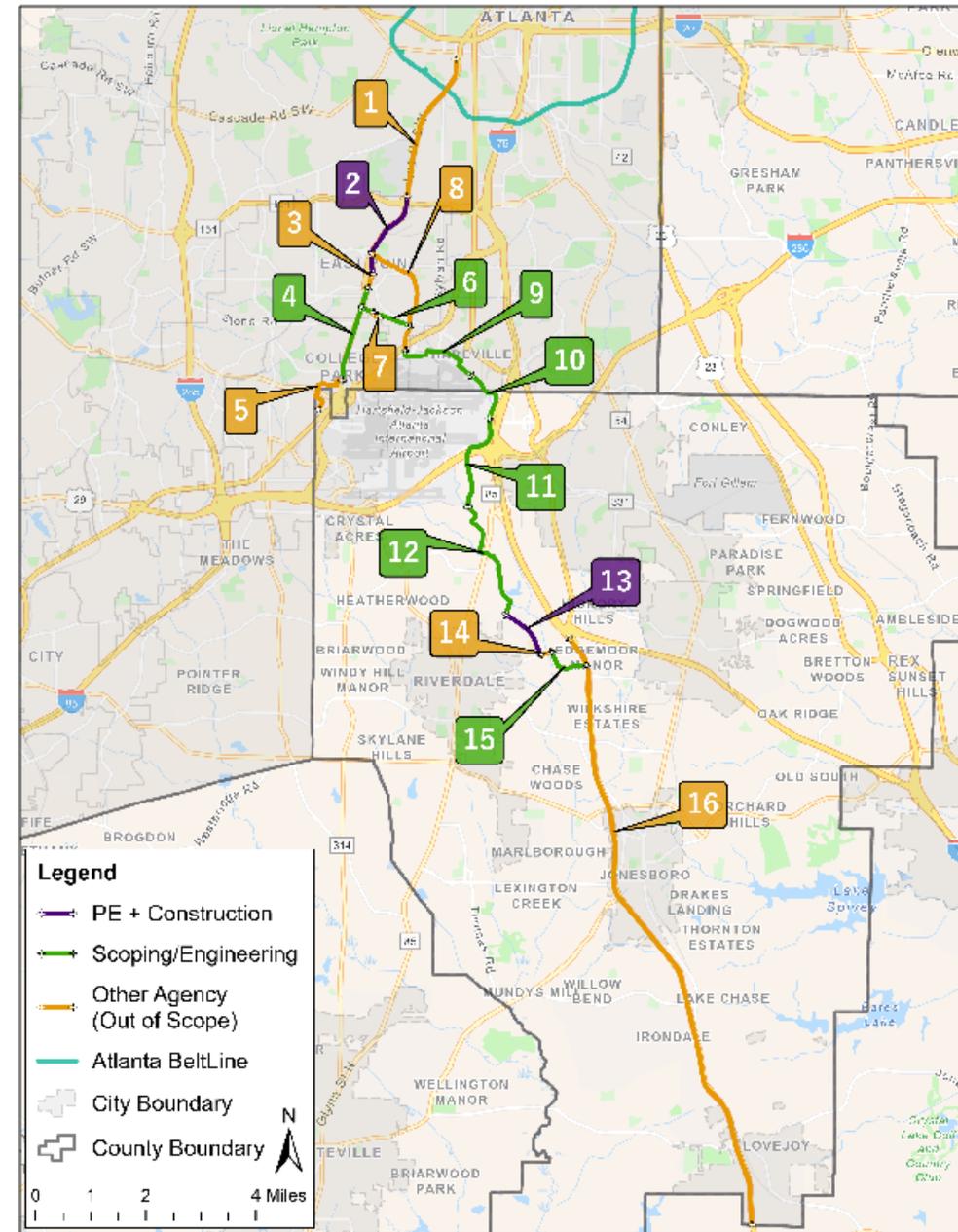


RCN Grant (\$50 million)

- 100% Funding: No local match required
- 7 Segments: Scoping/engineering (15.8 miles)
- 2 segments: Construction (2.6 of 15.8 miles)
- Throughout: Community Engagement
- Throughout: Stormwater Analysis

Comprehensive Transportation Plan

- Vision for the full trail system (31.4 miles)



Proposed Trail Alignment Map