

# Foundational Plans & Projects

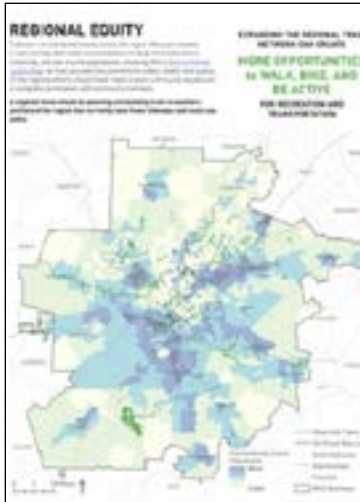
## Existing Plans & Projects within the Atlanta BeltLine to Flint River Trail

There are 12 plans and projects encompassing the project area that provide the planning context and need and purpose for the Atlanta BeltLine to Flint River Trail project. Those plans and projects, listed from regional to local scale, and then from north to south, are as follows:

1. [Atlanta Regional Trail Vision \(2020\)](#)
2. [AeroATL Greenway Plan \(2018\)](#)
3. [Lee Street Trail Project](#)
4. [East Point – Main Street Multimodal Corridor Improvements Scoping](#)
5. [East Point – Downtown East Point & MARTA Station Multimodal](#)
6. [Hapeville Comp. Plan \(2022\) + Comp. Plan/LCI Study Update \(2017\)](#)
7. [Willingham Corridor Study \(2021\)](#)
8. [Hapeville – Virginia Ave Smart Corridor Plan \(2019\)](#)
9. [College Park Global Gateway Project](#)
10. [College Park LCI Plan \(2017\)](#)
11. [AeroTropolis Greenway Model Miles \(2021\)](#)
12. [Tara Blvd Pedestrian Safety Improvements + Tara Gateway LCI Study](#)

***Please see description of each plan or project on the following pages***

## 1. Atlanta Regional Trail Vision (2020)



Adopted in 2020, the Regional Trail Vision was created as a supplement to Walk Bike Thrive! plan for the purpose of fostering the creation of a comprehensive interconnected trail system across the Atlanta Region. The goals of such a path system are to provide safe travel options for pedestrians and bicyclists; enhance regional mobility and increase the region's economic competitiveness.

In addition to the goals, guiding policies were established to help determine the priority network. One guiding policy in the plan that directly supports the creation of Southside trail is found on page 9: "Regional Equity. Trails are not distributed evenly across the region. Many are located in communities with lower concentrations of racial minorities, ethnic minorities, and low-income populations. As trails provide many benefits for safety, health, and quality-of-life, regional efforts should foster trails in every community equally and in complete coordination with community members.

A regional focus should be planning and building trails in southern portions of the region that currently have fewer bikeways and multi-use paths."

<https://cdn.atlantaregional.org/wp-content/uploads/regional-trail-vision.pdf>

## 2. AeroATL Greenway Plan (2018)



**Trail Segments 2, 3, 5, 9, 10, 11, and 13**

The AeroATL Greenway Plan was developed as a partnership with Atlanta Regional Commission, Aerotropolis Atlanta Alliance (Alliance), the Aerotropolis Atlanta Community Improvement Districts (AACID), Hartsfield-Jackson Atlanta International Airport (HJAIA), and the seven local governments in the area – Cities of College Park, East Point, Forest Park, Hapeville, and South Fulton, and Fulton and Clayton Counties. The plan proposes visionary framework for trail connectivity across the Aerotropolis region, most of which falls within the project area for the BeltLine to Flint River Trail project.

The goals of this plan, help form the basis for the RCN grant:

- Connect communities to area amenities and everyday services
- Connect to and loop around the airport (HJAIA)
- Enhance economic development opportunities in Aerotropolis downtowns and future development sites
- Create a system that is unique to south metro Atlanta

Several proposed trail alignments from the AeroATL Greenway Plan are included in the application. They include segments along:

- Main Street, East Point (Segments 2 & 3)
- Virginia Avenue, Hapeville (Segment 9)
- Garden Walk Parkway, Clayton County (Segment 13)
- Main Street to Georgia International Convention Center, College Park (Segment 5)
- Airport Loop Road, Atlanta and Clayton County (Segments (9, 10, 11))

[https://aeroatl.org/wp-content/uploads/2020/04/AeroATL-Greenway\\_Report-7-4-2018-reduced.pdf](https://aeroatl.org/wp-content/uploads/2020/04/AeroATL-Greenway_Report-7-4-2018-reduced.pdf)

### 3. Lee Street Trail Project (AT-299 / PI#0014997) - PE Underway



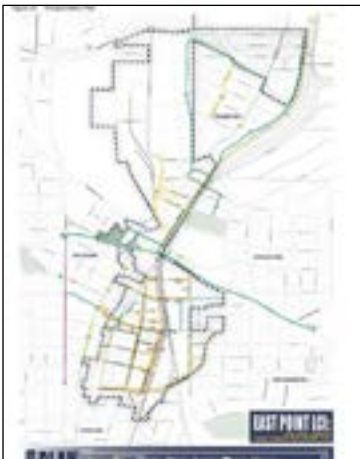
Trail Segment 1

ARC awarded \$6.5 Million in federal funds to the City of Atlanta in 2017 for the Lee Street Trail, which was recommended in the Oakland City/Fort MacPherson LCI Study. The proposed 2.60 mile-long segment of the Lee Street trail will run along Lee Street, connecting West End and the Atlanta BeltLine Corridor to the Oakland City and Lakewood-Fort McPherson MARTA Stations. The trail will run along the east side of Lee Street and reconfigure Lee from five to four travel lanes with turn lanes at signalized intersections. The project includes intersection improvements at each street crossing and new Pedestrian Hybrid Beacons (PHBs) to connect trail users to the Atlanta BeltLine Corridor.

This project is estimated to be under construction in 2026.

<https://cdn.atlantaregional.org/wp-content/uploads/lee-street-trail-fact-sheet.pdf>

### 4. East Point – Main Street Multimodal Corridor Improvements Scoping Phase (FS-351 / PI#0019794) - PE/Scoping



Trail Segment 2

ARC awarded the City of East Point \$400,000 to begin the scoping an extension of the Downtown East Point Multimodal project (FS-279). This phase will continue the trail typical section from West Cleveland Ave in downtown East Point up to Womack Ave at Lakewood Station, which will connect to the Lee Street Trail project (currently in engineering). The project began in 2023. This project will provide a critical link between the downtown East Point MARTA Station, the City of Atlanta, and the BeltLine.

<https://cdn.atlantaregional.org/wp-content/uploads/fa-351-east-point-lci-ph-2-tip-sheet.pdf>

## 5. East Point – Downtown East Point & MARTA Station Multimodal Improvements (FS-279 / PI#0012638) - Under Construction



Trail Segment 3

This project originated from an LCI plan and received more than \$6 Million from ARC for implementation. It is currently under construction. The project will provide multimodal improvements on Main Street from Washington Street to West Cleveland Avenue, including reducing travel lanes from 4 lanes to 3, a parking slip lane paved with brick that can be closed off for events, a multi-use trail on the east side of Main Street (along MARTA tracks), and crossing and ADA enhancements. The project also includes multi-modal improvements to four additional downtown streets (which are beyond the project area of the BeltLine to Flint River Trail proposal).

This Main Street project links to the Willingham Dr and College Park segments, creating access to MARTA rail and to the BeltLine further north.

<https://cdn.atlantaregional.org/wp-content/uploads/fs-279-east-point-lci-ph-1-tip-sheet.pdf>

## 6. Hapeville Comp. Plan (2022) + Comp. Plan/LCI Study Update (2017)



Trail Segment 9

The City of Hapeville's 2017 Comprehensive Plan/Livable Centers Initiative (LCI) Study Update is a planning study led by the City of Hapeville and sponsored by the ARC. The Flint River, which runs through the southwestern corner of Hapeville from College Park to the airport, is daylight for portions of its run through Hapeville. Recommendations from the plan include making daylight sections into accessible park space: Flint River Park.

The importance of the Flint River to the community was again stressed in the 2022. Multiple respondents to the online survey noted that the Flint River was a significant resource in need of greater protections for its watershed.

2017 joint CP/LCI: <https://hapeville.org/DocumentCenter/View/3105/FINAL-Hapeville-LCI-CompPlan-June-2017>

2022 adopted plan: [https://hapeville.org/DocumentCenter/View/4983/City-of-Hapeville-2022-Comprehensive-Plan\\_Adoption](https://hapeville.org/DocumentCenter/View/4983/City-of-Hapeville-2022-Comprehensive-Plan_Adoption)

## 7. Willingham Corridor Study (2021)



Trail Segment 7

College Park, East Point, and Hapeville – along with the Aerotropolis Atlanta Alliance, Finding the Flint, and the Atlanta Regional Commission – partnered to develop this corridor improvement study. These organizations sought to attract new investment and development, provide additional community and civic space, and bridge a corridor that has acted as a gap between the three cities for many years. The study identifies a “Headwaters District” which provides the first opportunity to see and interact with the Flint River. Recommendations for this district include reuse of existing industrial buildings to introduce new uses to activate the district and construction of a trail to provide a link to Main Street, new developments, and greenspaces.

See Headwaters District on page 9 of Recommendations Report:

<https://aeroatl.org/wp-content/uploads/2023/02/Willingham-Corridor-Improvement-Study.pdf>

## 8. Hapeville – Virginia Ave Smart Corridor Plan (2019)



Trail Segment 8

This project evaluated technology projects and strategies to address mobility, walkability, and safety along the two-mile corridor of Virginia Avenue between US 29/Main Street in College Park and S. Central Avenue in Hapeville. The evaluation process involved a project priority screening process that considered several factors: stakeholder input; return on investment and economic benefits; safety; cost; project readiness; mobility options; environment and public health; and sustainable technology. The result is a prioritized list of 15 projects – separated into two tiers – for phased implementation. Specifically, the plan recommends a trail for Norman Berry Drive and Virginia Avenue.

<https://aacids.com/project/the-smart-corridor/>



## 9. College Park Global Gateway Project (FS-280 / PI#0015080) - Under Construction



Trail Segment 5

Currently under construction, this project will build a multi-use bridge across Camp Creek Parkway, able to accommodate pedestrians, bicyclists and golf carts, and a series of multi-use paths, connecting the Georgia International Convention Center (GICC) and the Airport SkyTrain to downtown College Park and the College Park MARTA Station. ARC provided more than \$11 Million towards the project, with College Park adding \$3.7 Million. This project overcomes a major dividing facility (Camp Creek Pkwy) and provides a direct off-street pedestrian and bicycle connection from GICC and the Airport to College Park and the MARTA station.

<https://cdn.atlantaregional.org/wp-content/uploads/fs-280-global-gateway-college-park-tip-sheet.pdf>

## 10. College Park LCI Plan (2017)



Trail Segment 4

The 2017 College Park LCI Plan aims to capitalize on its unique location, history, and linkage to various transportation opportunities, most notably the ability to connect regionally, even internally, via the SkyTrain and its link to the airport, the College Park MARTA Station, and direct access to the Georgia International Convention Center via the bridge over Camp Creek (currently under construction – see #9 above).

This plan prioritizes completion of the Global Gateway Project as the critical missing link to the airport, convention center and surrounding communities, but also lays out a strategy for greater regional bicycle and pedestrian connectivity through proposed projects on Herschel Road, Riverdale Road, Airport Drive, and many others.

<https://cdn.atlantaregional.org/document-archives/LCI-Recipients/Fulton/CollegePark/College%20Park%20LCI%20Update%202016.pdf>

## 11. AeroTropolis Greenway Model Miles (2021)



In early 2017, the Aerotropolis Atlanta Alliance and Aerotropolis Atlanta Community Improvement Districts completed a comprehensive master plan for multi-use trails in the Aerotropolis Atlanta area that aims to connect the communities around the airport. In 2020, seven jurisdictions took the next step towards implementation of that master plan, winning a grant from the ARC. Clayton County has a planned multi-use trail along the Flint River with infrastructure for bicycle and pedestrian amenities. The City of Hapeville has a Finding the Flint Park Project which will include an area on the Delta Airline Campus.

<https://aeroatl.org/special-projects/aeroatl-greenway-model-mile/>

Trail Segments 9 & 13

## 12. Tara Blvd Pedestrian Safety Improvements (CL-349 / PI#0019778) - PE Underway



In 2022 ARC awarded Clayton County \$7.6 Million for design and construction of pedestrian facilities on Tara Blvd from the Henry County line to Upper Riverdale Rd. This project will likely require more funding, which ARC will address in future TIP Solicitations and through administrative modifications. Design is set to begin in FY24.

Additionally, ARC awarded Clayton County funding in 2022 for the Tara Gateway LCI Study, currently underway. This is a comprehensive vision to rethink and plan for the future of the corridor. The study will identify opportunities for housing, services, and mobility improvements. The Flint River will play a major role in the redevelopment of the corridor at key locations and in the participating jurisdictions.

Trail Segment 16

Pedestrian Improvements: <https://cdn.atlantaregional.org/wp-content/uploads/cl-349-tara-blvd-pedestrian-facilities-1.pdf>

LCI Study: <https://planningatpond.com/tarablvdhci>