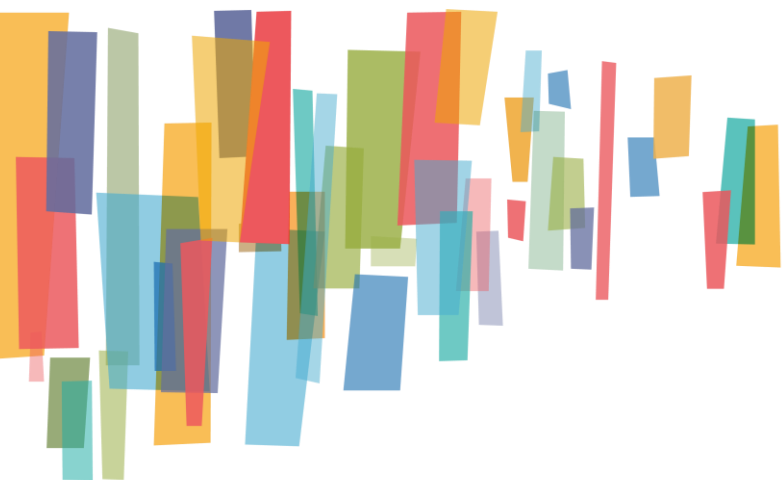




Reconnecting Communities Trails Funding WIN

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**

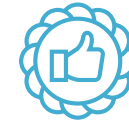
Goals



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**.

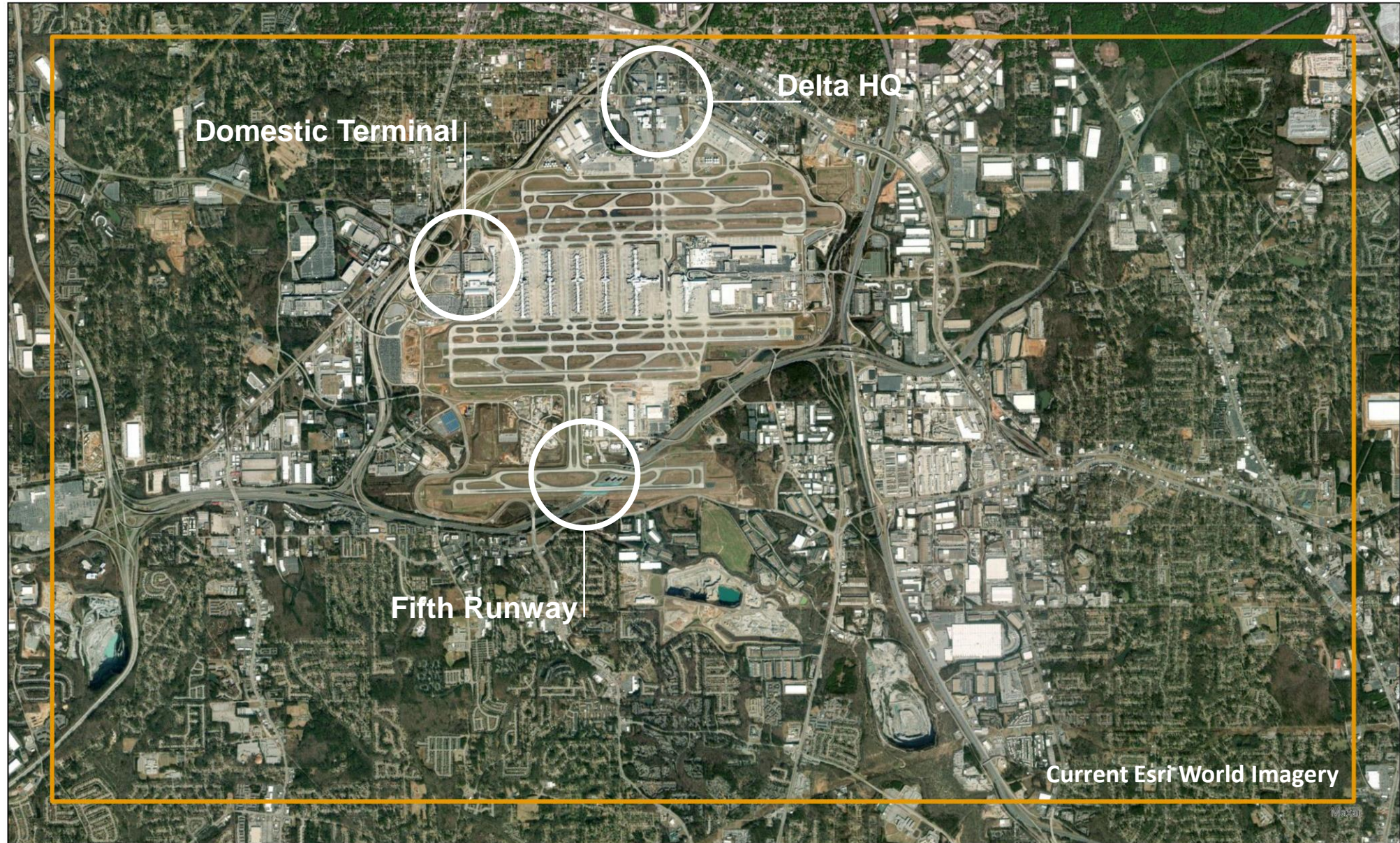


Diverse stakeholders engage and take a regional approach to solve local issues.



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

They expressed their fears were unfounded. An independent impact report on the east side of airport expansion, showing relocation of lines and other College Park officials because of some of the environmental laws, the report suggests both, and recommends single be built on airport property, and close to an available change in air or noise pollution levels would be caused by the change of 145.

College Park officials say the project in the 300 ft. will bring in 200,000 people, some more noise and pollution. The airport is being expanded, and the expansion is being done in a way that will not cause any problems. College Park city manager J.H. Markowski said that his expansion.

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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-45 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 the delays and that the work motorists must drive down the 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 have been gobbled up by an I-85 merger, are in a County merger, nothing is common, in their association loose consideration the Tri-Cities.

College Park, which has a population of almost 25,000, or approximately the same as the city of Marietta in the early 1960s, has a new and possibly mayor, Ralph Pridemore.

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

Atlanta includes portions of DeKalb County and owns a portion of northwest Clayton County for airport purposes; part of College Park lies in Clayton County; East Point owns a 300-acre reservoir in Douglas County; a significant portion of Marietta is in Cobb County and one lot in Mountain Park lies in Cherokee County.

Neither House Bill 529 nor any provision 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



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."

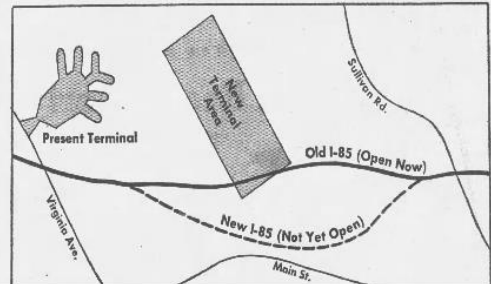
There are only two avenues of land expansion left open to the city: Jump the county line and expand into Clayton County or take in the Owens-Ilinois glass plant.

"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 BRYANS
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. Whereas the work in progress to relocate I-45 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 "roadmoving." And the cost of construction alone, excluding right-of-way, is \$114.4 million for a mere 4,040 miles of interstate and 10 bridges.



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

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

about to begin is the work already in progress to relocate I-45. No one can travel existing I-45 without using 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 across 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).

Farther south, the new route roughly parallels West Road for a distance, then merges with existing I-45

(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 (FAA) has the tab for the remaining \$4.1 million.

NOTICE! Disk's

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.

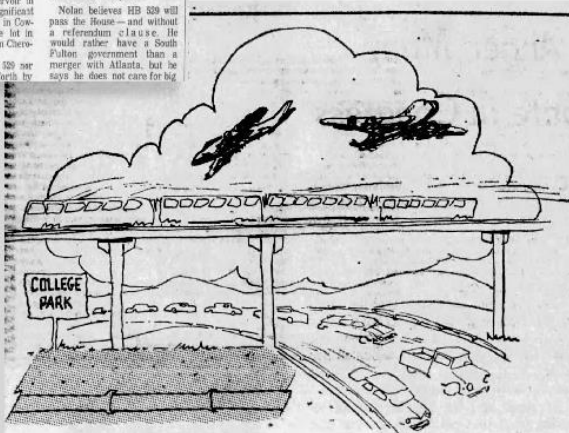
But the near-fatal inflictions against which the city's leaders are fighting were strongly brought home to its citizens last week by a bill passed by the Georgia Legislature.

Atlanta the capital Air- passes

0 citizens n and has something to spare:

rank Cog- at against ist losing

e of the



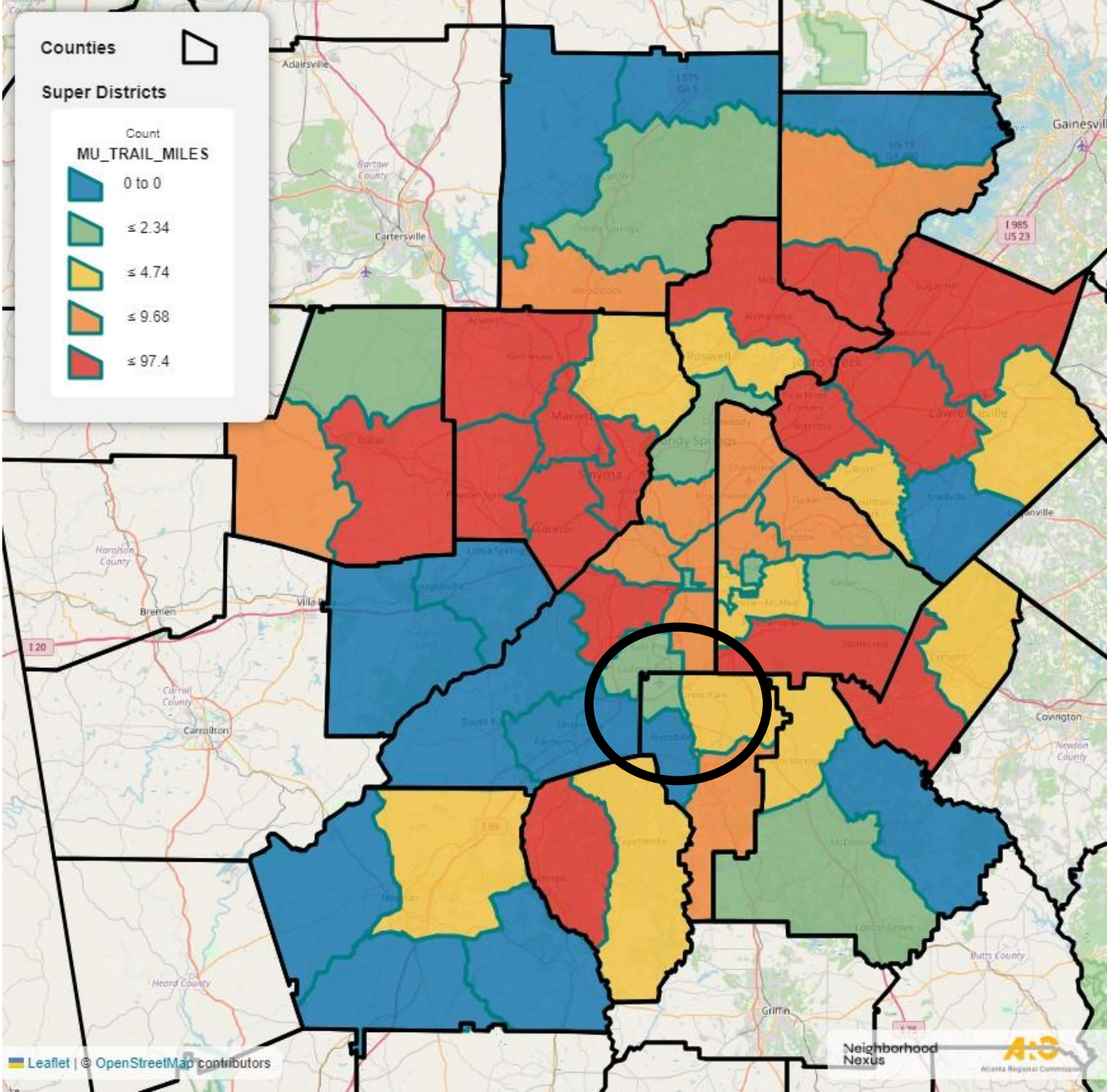
Twisting in Wind

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

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.

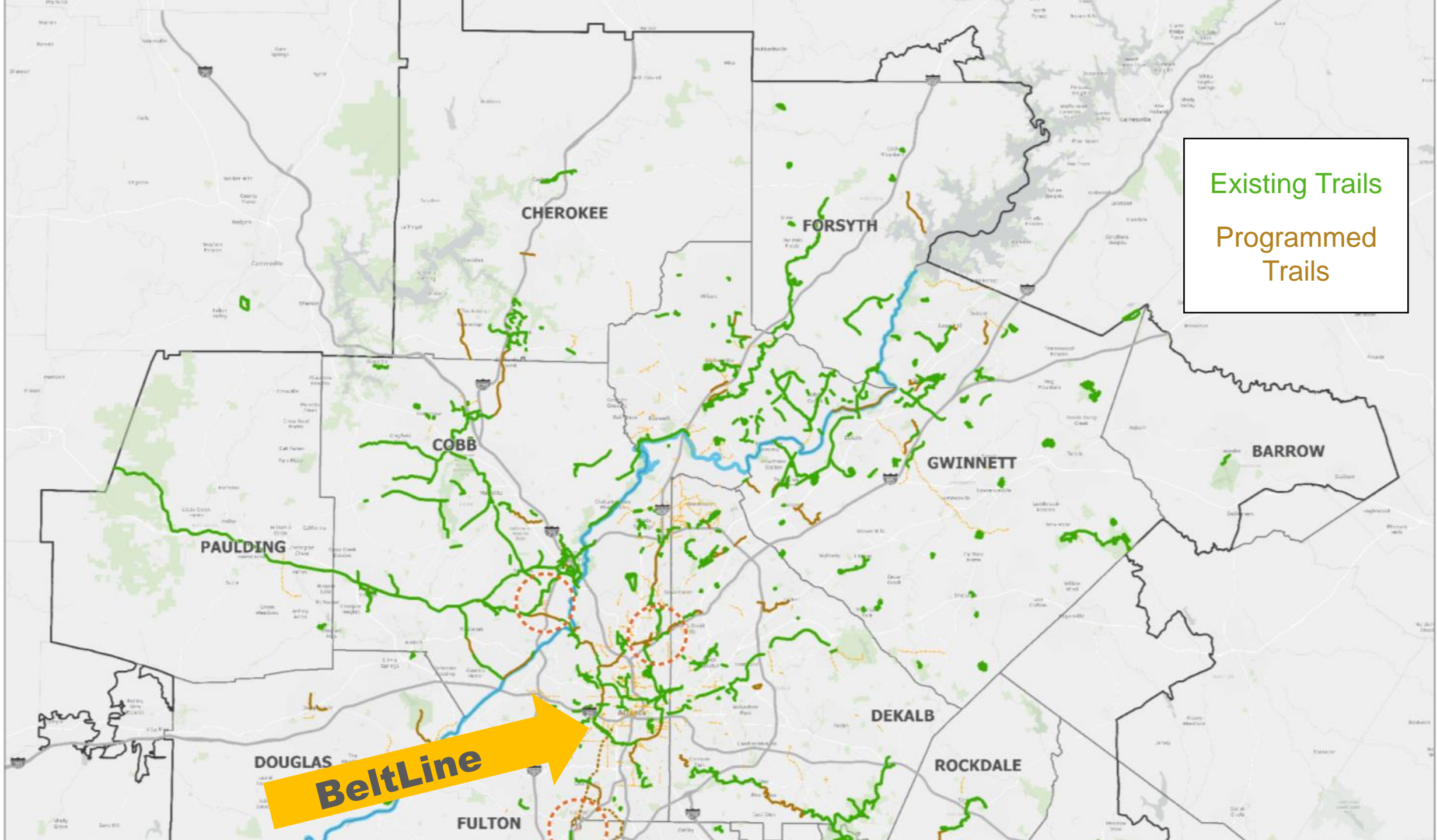
Source: Atlanta Regional Commission

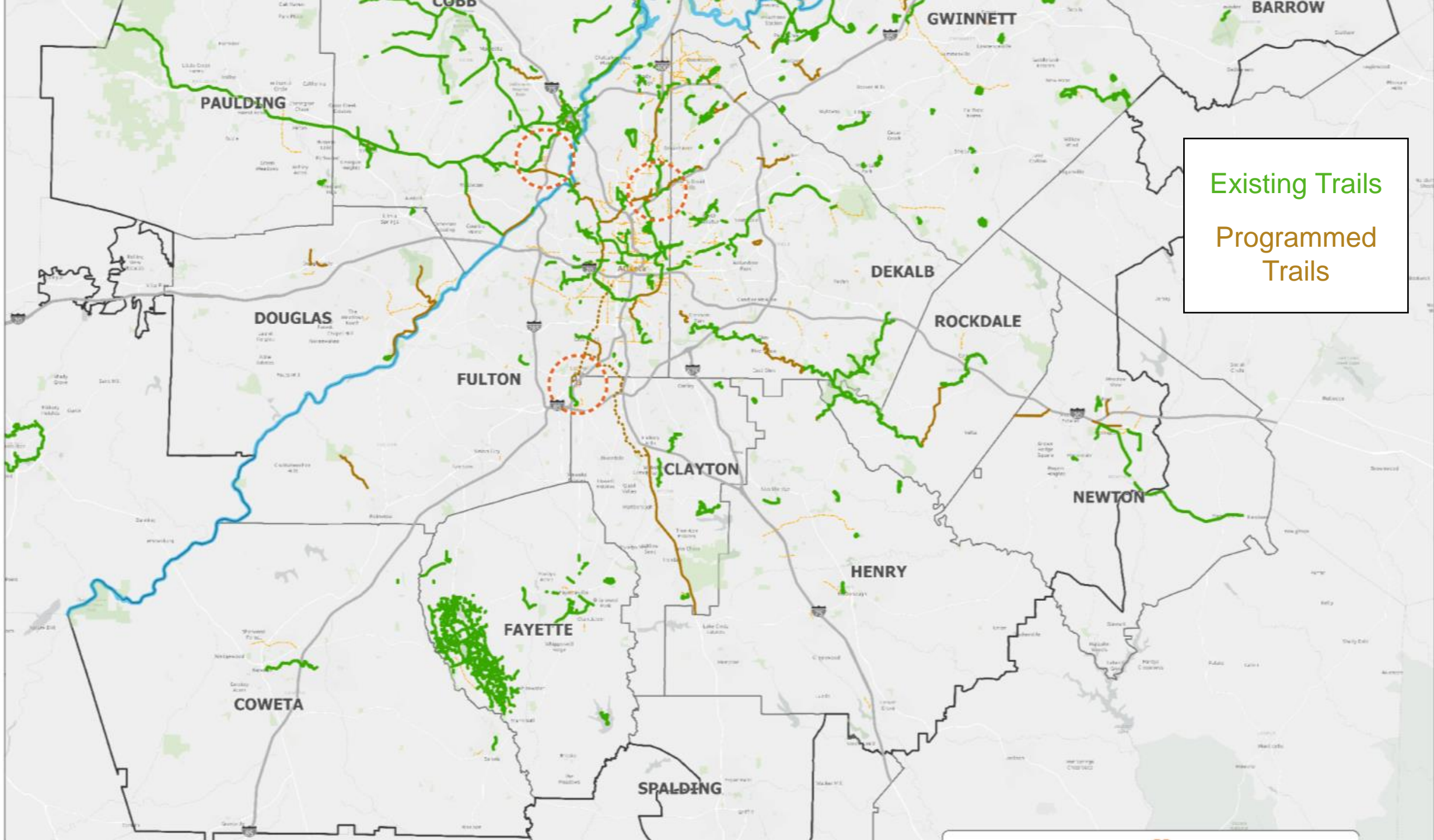


Existing Trails

Programmed
Trails

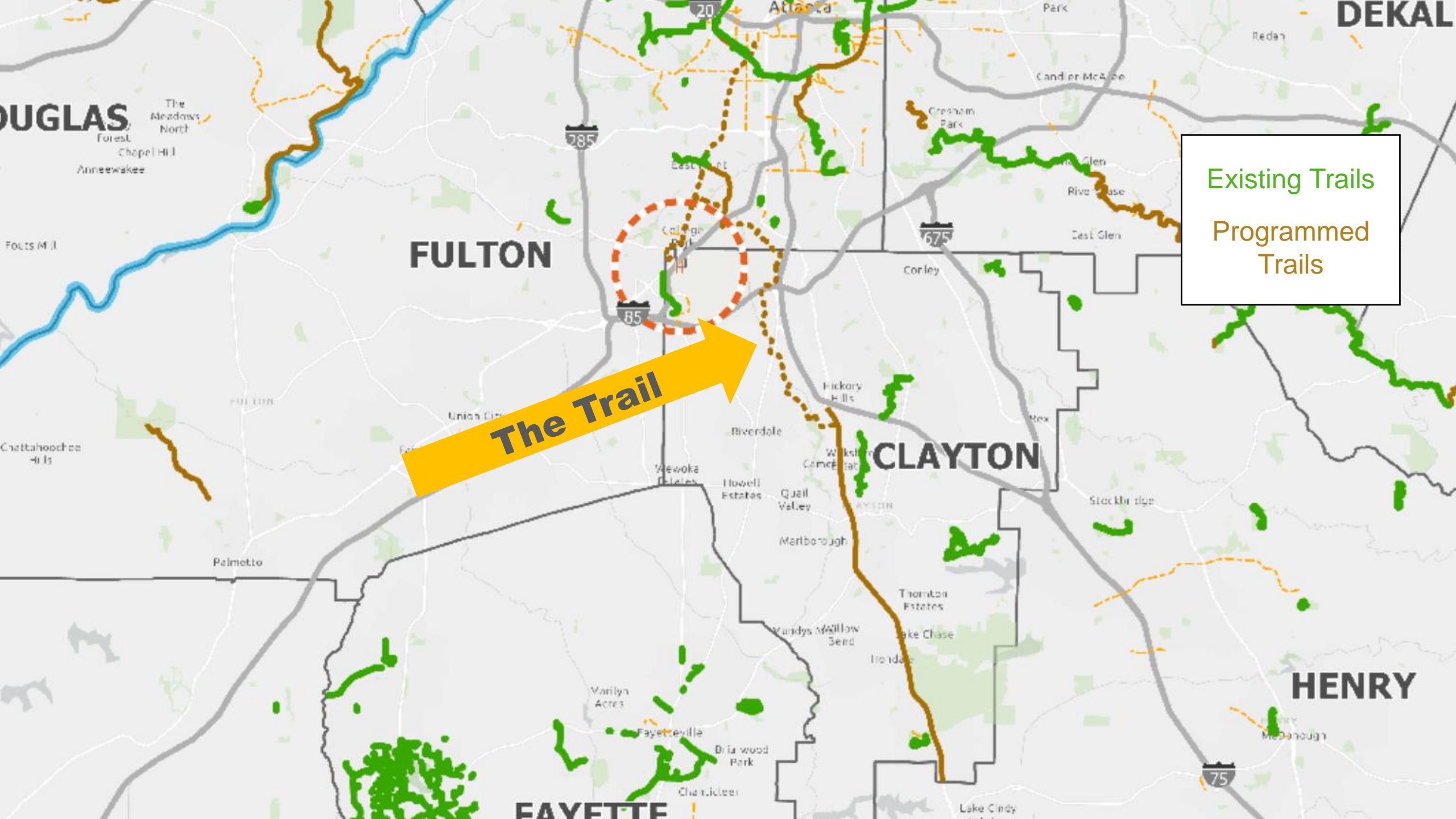
BeltLine





Existing Trails

Programmed
Trails



Existing Trails

Programmed
Trails

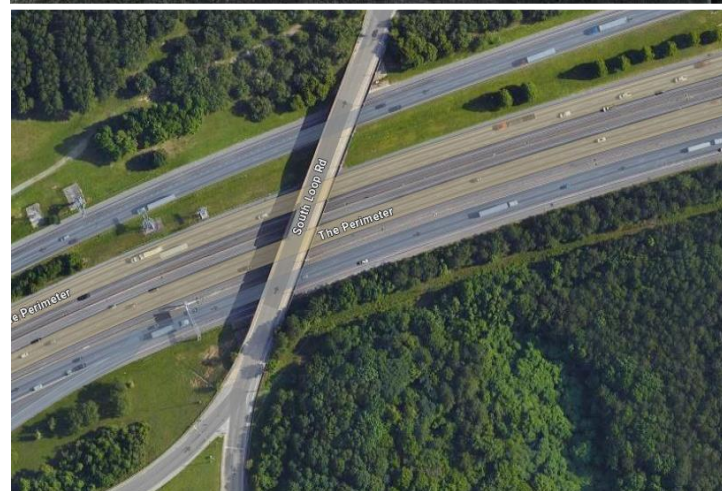
The Trail

Partners



Dividing Facilities

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

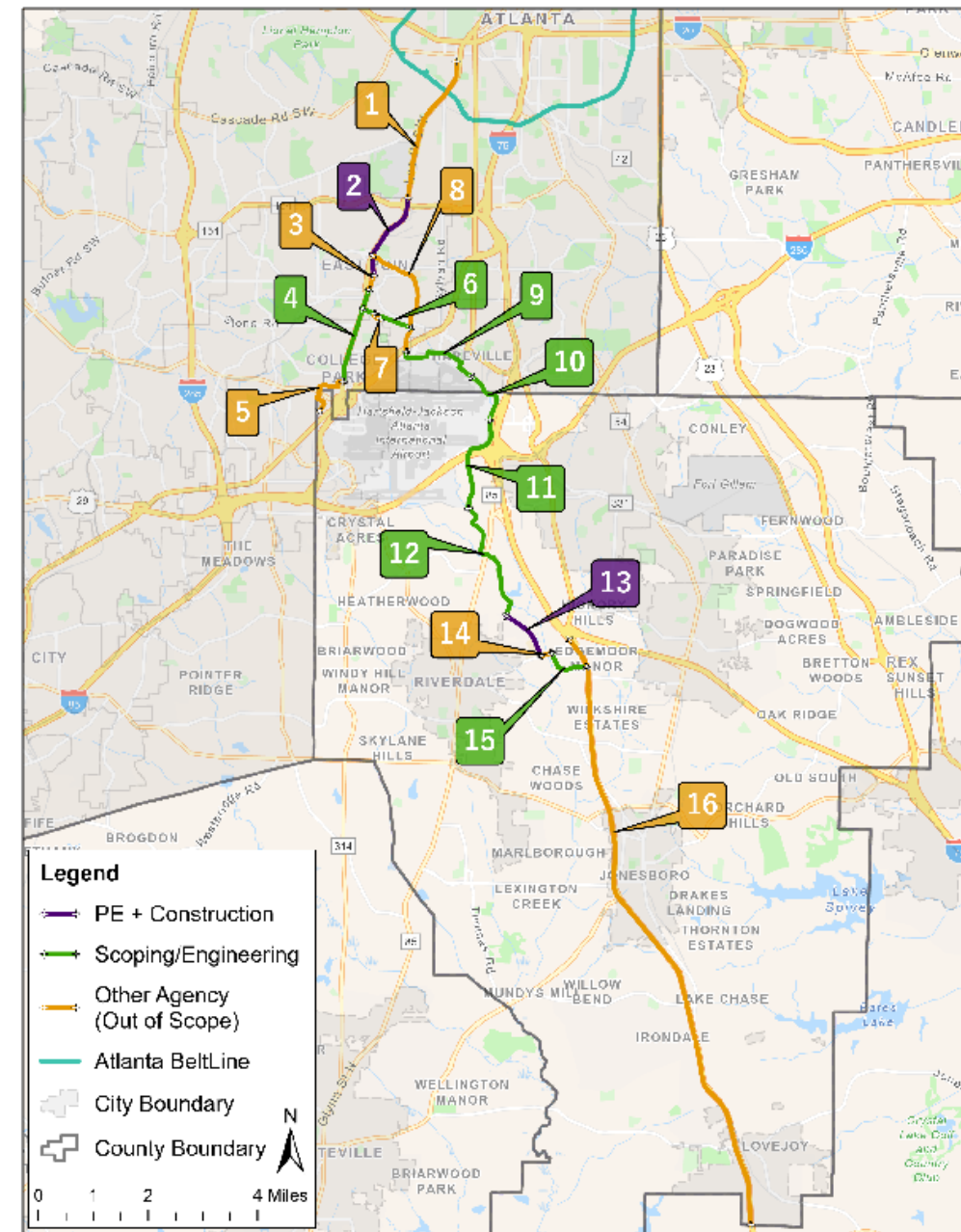


RCN Grant (\$50 million)

- 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](#)