

AeroATL Greenway Plan

in association with
Aerotropolis Atlanta Alliance, Aerotropolis Atlanta CIDs,
and the Atlanta Regional Commission

EXECUTIVE SUMMARY

November 2018



AEROTROPOLIS®
ATLANTA
LAND HERE. TAKE OFF.



SIZEMORE GROUP

in association with

CDM SMITH, CRJA-IBI GROUP, PEREZ PLANNING + DESIGN, PLANNING-4HEALTH SOLUTIONS, SYCAMORE CONSULTING, VAUGHN & MELTON



AeroATL Greenway Plan

in association with our Local Funding Partners:

Aerotropolis Atlanta Alliance

Aerotropolis Atlanta CIDs

Atlanta Regional Commission

City of College Park

City of East Point

City of Hapeville

City of Forest Park

City of South Fulton

Clayton County

Fulton County

Hartsfield-Jackson Atlanta International Airport

EXECUTIVE SUMMARY

November 2018

SIZEMORE GROUP

in association with

CDM SMITH, CRJA-IBI GROUP, PEREZ PLANNING + DESIGN, PLANNING4HEALTH
SOLUTIONS, SYCAMORE CONSULTING, VAUGHN & MELTON



Executive Summary

The AeroATL Greenway Plan is led by the Aerotropolis Atlanta Alliance (Alliance) and the Aerotropolis Atlanta AACIDs (CIDs). This project is funded by the Atlanta Regional Commission (ARC) under a 2017 grant, with matching support from the Alliance, the CIDs, Hartsfield-Jackson Atlanta International Airport (H-JAIA), East Point, College Park, Hapeville, Forest Park, Fulton County, and Clayton County. Sizemore Group was retained by the Alliance and the CID to lead the master planning process on this project.

The AeroATL Greenway Plan provides a visionary framework for trail connectivity across the Aerotropolis region. The study area includes H-JAIA and the surrounding cities of East Point, Hapeville, Forest Park, College Park, South Fulton and portions of Fulton County and Clayton County, totaling approximately 48,000 acres.

This study integrates previous plans and initiatives and incorporates the current needs and opportunities identified by local representatives of the cities and counties listed above, key stakeholders, and the general public. The result is a true multi-modal network that will provide area residents, visitors, and workers with safe and enjoyable connectivity around the world's busiest airport.

Study Area and Context

The Alliance leverages the proximity of Hartsfield-Jackson Atlanta International Airport (H-JAIA) to target strategic development and expansion of industries and businesses in the airport area to improve the economic conditions of the region.

In 2016, the Alliance completed the Aerotropolis Atlanta Blueprint Plan. This plan was the first step in

The AeroATL Greenway Plan supports the ability to bike to school or jobs, walk to downtown restaurants and shops, and—most uniquely—bike directly to the airport for a trip or to simply watch the planes.

creating a comprehensive vision for the Aerotropolis Atlanta area. A key recommendation of the plan was a regional greenway trail network that connects surrounding communities to H-JAIA.

Building from the Blueprint Plan, this study represents an approach to connecting the Aerotropolis communities with an integrated, comprehensive bike/pedestrian trail system that provides access between job centers, everyday services, and the region's cultural and natural assets.

For residents, this plan supports the ability to bike to school or jobs, walk to downtown restaurants and shops, and—most uniquely—bike directly to the airport for a trip or to simply watch the planes. For travelers, this network allows them to experience the unique character of the local communities during a layover and provides another connection to downtown. Ultimately, the vision of the The AeroATL Greenway plan is to improve the quality of life, health, and economic growth of the Aerotropolis region.

AeroATL Greenway Process

This plan made use of existing conditions analysis and previous studies and plans to prepare a comprehensive trail network.

To create a truly community-supported plan, stakeholder and community input was obtained during interviews and through an online survey that reached over 600 respondents, and at three public meetings, including formal presentations, open house sessions, and a trail demonstration project.

Additionally, a Local Partners Team was convened at four strategic opportunities to guide the plan's development. The Local Partners Team consisted of representatives from each jurisdiction within the study area, as well as community activists.

AeroATL Greenway Recommendations

The recommendations address community goals and opportunities including:

- Connect communities to area amenities and everyday services,
- Connect to and loop around Hartsfield-Jackson Atlanta International Airport (H-JAIA),
- Enhance economic development opportunities in Aerotropolis downtowns and future development sites,
- Create a system that is unique to south metro Atlanta.

To translate these goals into a physical trail framework, the plan proposed opportunities at two scales: regional and local.



Figure I: AeroATL Greenway Plan study area: Bird's Eye View

Regional Framework: Regional connections prioritize safe routes and crossings at major infrastructure, such as interstates, streams and bridges. The connections identified address the goals of connecting to and around H-JAIA, connecting the Aerotropolis downtowns, and connecting community amenities, such as parks and schools. Refer to **Figure 2** on page 5.

1. **Airport Loop:** A secure, 15 mile trail circling the airport, the Airport Loop is an iconic opportunity to connect communities, orient visitors, and restore legibility to a complex transit hub. The trail provides an opportunity for the community to access the airport via bike or on foot, and for airport visitors to get out and stretch their legs or visit the area downtowns during a long layover. Pocket parks can provide airplane viewing platforms and aviation-themed playgrounds.
2. **Connecting Downtowns:** The Downtown Loop creates access to the Aerotropolis downtowns and key redevelopment sites, including East Point, College Park, Hapeville, Forest Park, Airport City, the GICC, Mountain View, Old National Highway, and Phoenix Boulevard. By providing better connectivity to these downtowns, the trail forms a framework for economic growth.
3. **Outer Ring:** This secondary loop connects local amenities, including parks, schools, retail and community centers.
4. **Regional Spokes:** The spokes complete the trail “wheel” by providing regional

connections from the airport core outward to regional corridors and existing trail systems, such as the Atlanta BeltLine.

Local Network: To infill the gaps and create a truly comprehensive network, a system of local trails were identified. The Local Network provides a more refined system connecting residents to schools, parks, retail centers, and more.

In all, this comprehensive trail system includes over 350 miles of trails.

Priority Trails

Local Partners and stakeholders helped identify priority trails in their communities, as indicated in **Figure 3** on page 7. Labeled trails on this map are the first priorities expressed by Local Partners, or potential “model miles.” Unlabeled segments should be considered as second and third phases in creating a comprehensive, connected priority trail system. Following are the priority trails as determined by each jurisdiction:

CITY OF EAST POINT

Priority trail areas for the City of East Point were drawn from the East Point PATH Trail System Master Plan, and include trails along Main Street (EP-2 to 7), adjacent to the Wagon Works (EP-8 and 9), and the Sumner Park trail that connects the Park to Tri-Cities High School (EP-1).

CITY OF HAPEVILLE

Key trails in the City of Hapeville, as identified by Local Partners include Virginia Avenue (HV-1 & 2) and South Central Avenue/Porsche Avenue (HV-3 & 4).

CITY OF FOREST PARK

Local Partners from the City of Forest Park identified rail adjacent trails on Main Street (FP-1, 2, and 8), to Fort Gillem (FP-3 and 4), to Hendrix Elementary School (FP-5 to 7) and trails connecting Fountain Elementary School, Starr Park and downtown (FP-9 and 10).

CLAYTON COUNTY

Clayton County’s priority trail follow the Flint River headwaters (CC-1 to CC-13) to enhance connectivity and highlight an underutilized natural resource.

CITY OF SOUTH FULTON & FULTON COUNTY

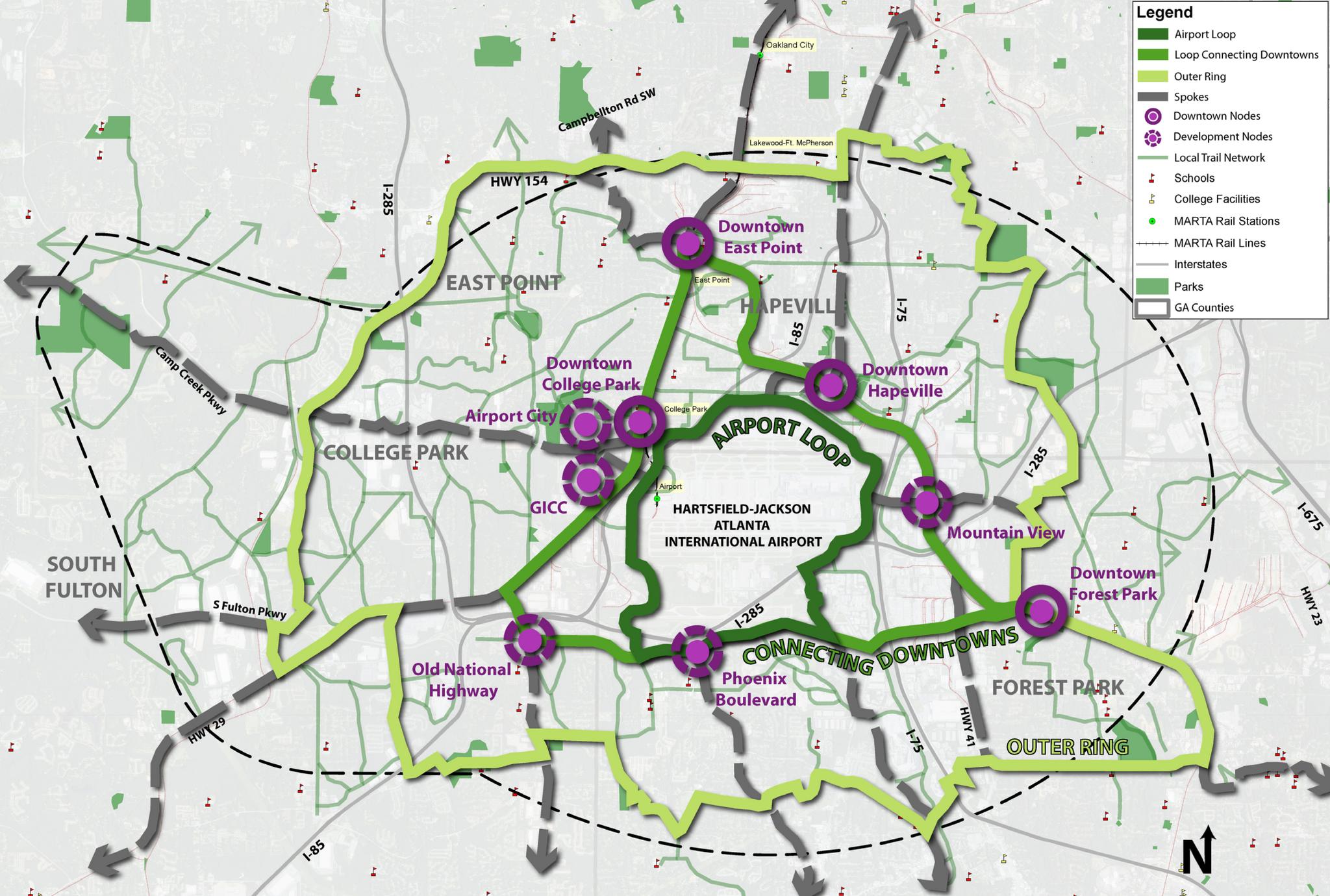
Local Partners from the City of South Fulton identified trails along Camp Creek Parkway (SFFC-1 and 2), Butner Road (FC-1), Welcome All Road (SF FC-3), and Roosevelt Highway as priority trails (SF FC-4 to 7).

CITY OF COLLEGE PARK

The City of College Park prioritized trail connectivity from the GICC to Airport City to Main Street (CP-7 & 8), as well as Lakeshore Drive (CP-5 & 6) and the Herschel Road/Dodson Connector (CP-1 to 4).

HARTSFIELD-JACKSON ATLANTA INTERNATIONAL AIRPORT (H-JAIA)

The full Airport Loop (AL-1 to 6) is identified as the priority trail for H-JAIA. This trail follows Loop Road, encircling the airport.



- Legend**
- Airport Loop
 - Loop Connecting Downtowns
 - Outer Ring
 - Spokes
 - Downtown Nodes
 - Development Nodes
 - Local Trail Network
 - Schools
 - College Facilities
 - MARTA Rail Stations
 - MARTA Rail Lines
 - Interstates
 - Parks
 - GA Counties

Figure 2: Regional Framework: Wheels and Spokes Concept
 This study connects the Aerotropolis communities with an integrated, comprehensive bike/pedestrian trail system that provides access between job centers, everyday services, and the region's cultural and natural assets.

A total of 59 priority trails identified through valuable input from Local Partners and community stakeholders.

Trails were broken down into comprehensive segments, as identified in **Figure 3**, based on several factors.

- A change in trail typology (example: from a multi-use trail to a shared road) in response to changing road/land conditions
- Manageable implementation cost
- Jurisdictional boundaries

Ultimately, trail segments allow each jurisdiction to phase their overall trail network to be built over time and as funding becomes available.

Each of these trail segments has been detailed at a planning level to identify the trail typology and associated cost.

Priority Trails
SF.FC-1: Wolf Creek Trail
SF.FC-2: Camp Creek Parkway Trail
SF.FC-3: Welcome All Trail
SF.FC-4: Roosevelt Highway Trail
SF.FC-5: Roosevelt Highway Trail
SF.FC-6: Roosevelt Highway Trail
SF.FC-7: Roosevelt Highway Trail
FC-1: Butner Road Trail
FP-1: Forest Parkway-Fort Gillem Trail
FP-2: Forest Parkway-Fort Gillem Trail
FP-3: Forest Parkway-Fort Gillem Trail
FP-4: Forest Parkway-Fort Gillem Trail
FP-5: Hendrix Elementary-Starr Park Trail
FP-6: Hendrix Elementary-Starr Park Trail
FP-7: Hendrix Elementary-Starr Park Trail
FP-8: Hendrix Elementary-Starr Park Trail
FP-9: Starr Park-Fountain Park School Trail
FP-10: Starr Park-Fountain Park School Trail
CC-1: Flint River Trail Connection
CC-2: Flint River Trail Connection
CC-3: Flint River Trail Connection
CC-4: Flint River Trail Connection
CC-5: Flint River Trail Connection
CC-6: Flint River Trail Connection
CC-7: Flint River Trail Connection
CC-8: Flint River Trail Connection
CC-9: Flint River Trail Connection
CC-10: Flint River Trail Connection
CC-11: Flint River Trail Connection
CC-12: Flint River Trail Connection
CC-13: Flint River Trail Connection

Priority Trails
CP-1: Herschel Road/Dodson Connector
CP-2: Herschel Road/Dodson Connector
CP-3: Herschel Road/Dodson Connector
CP-4: Herschel Road/Dodson Connector
CP-5: Lakeshor Drive Bike Trail
CP-6: Lakeshore Drive Bike Trail
CP-7: East Main Street Connection
CP-8: East Main Street Connection
CP-9: Airport City Connector
HV-1: Virginia Ave.-Downtown Connection
HV-2: Virginia Ave.-Downtown Connection
HV-3: Porsche Avenue
HV-4: Porsche Avenue
EP-1: Sumner Park to Tri-Cities
EP-2: East Main Street Connection
EP-3: Main Street Connection
EP-4: Main Street Connection
EP-5: Main Street Connection
EP-6: Main Street Connection
EP-7: Main Street Connection
EP-8: Wagon Works to Downtown
EP-9: Wagon Works to Downtown
AL-1: Airport Loop-North
AL-2: Airport Loop-North
AL-3: Airport Loop-North
AL-4: Airport Loop-North
AL-5: Airport Loop-North
AL-6: Airport Loop-North

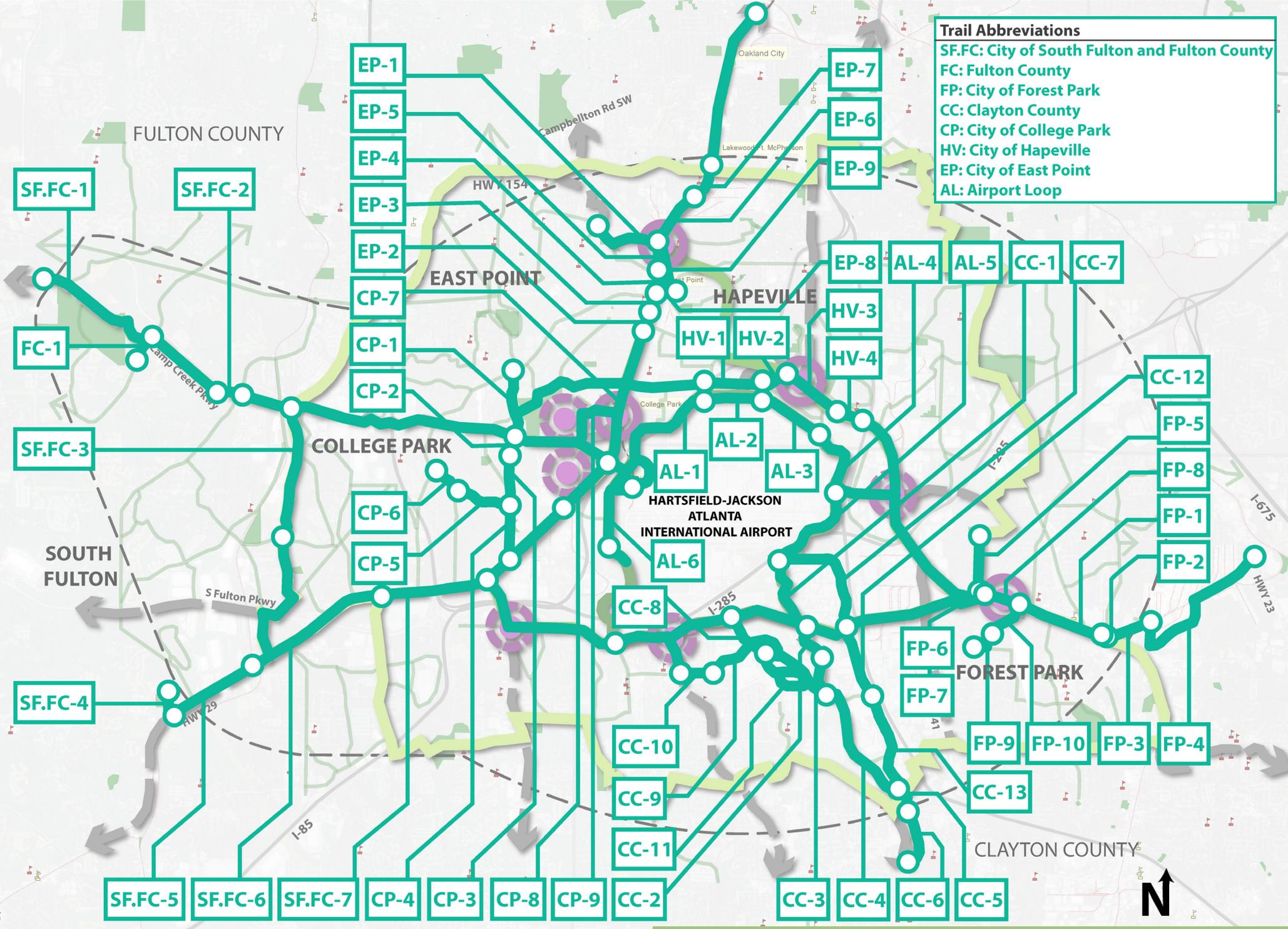


Figure 3: Priority Trail Network

Model Miles

To identify the model mile, the priority trail network, as described on the previous page, was passed through a ranking system. The ranking system prioritized trails based on the following goals:

- Goal 1: Connects residences, employment, services, retail, transit, recreation destinations, and trails
- Goal 2: Provides a Direct Connection
- Goal 3: Provides a Safe Connection
- Goal 4: Provides a Comfortable Connection
- Goal 5: Provides an Attractive Connection
- Goal 6: Ease of Implementation

Trail segments that ranked highly in the above categories were identified as our Model Miles. The Model Miles for each jurisdiction are in **Figure 4** on the following page.

EAST POINT

The identified Model Mile for East Point is the Sumner Park connection from Harris Park/Tri-Cities High School (US 29) along Norman Berry Drive and Headland Drive. This is proposed as a roadway adjacent multi-use trail approximately 1.35 miles in length. The City is currently underway with the construction document phase of this model mile. Construction is anticipated to be complete by the summer of 2019.

FOREST PARK

The identified Model Mile for Forest Park is the Starr Park-Fountain Elementary connection from Forest Parkway to Fountain Elementary along Lake Drive and West Street. The Lake Drive section is proposed as a two-way cycle track and the West Street section as a neighborhood greenway or shared road. This trail segment extends approximately 1 mile.

CLAYTON COUNTY

The identified Model Mile for Clayton County is the Flint River adjacent multi-purpose trail that connects the Loop Road trail to Forest Parkway. This trail segment extends approximately 1.2 miles.

HAPEVILLE

The identified Model Mile for Hapeville is a roadway adjacent multi-purpose trail along South Central Avenue/Porsche Avenue, from Virginia Avenue to Sunset Avenue. This trail segment is approximately 1 mile in length.

SOUTH FULTON & FULTON COUNTY

The identified Model Mile for the City of South Fulton is the Wolf Creek Trail connection. This connection extends from Enon Road to Butner Road and connects to the existing Camp Creek Trail. This will be a river adjacent multi-purpose trail totalling approximately 1.6 miles.

COLLEGE PARK

The identified Model Mile for College Park is the Airport City Connector, which will connect from the GICC, through Airport City, and into Downtown College Park. As Airport City master plans are currently being developed, this trail could not be further detailed within this study. This study recommends that the trail design be a key component in the development plans of Airport City. A secondary Model Mile for College Park, of which is further studied within this report, is the Herschel Road/Dodson Connector, which connects Camp Creek Parkway to Washington Road, along Herschel Road. This roadway adjacent trail and greenway is approximately 0.8 miles in length.

HARTSFIELD-JACKSON ATLANTA INTERNATIONAL AIRPORT (H-JAIA)

The identified Model Mile for H-JAIA connects Charles Grant Parkway to Atlanta Avenue along Loop Road. This roadway adjacent multi-purpose trail segment is 1.4 miles in length.

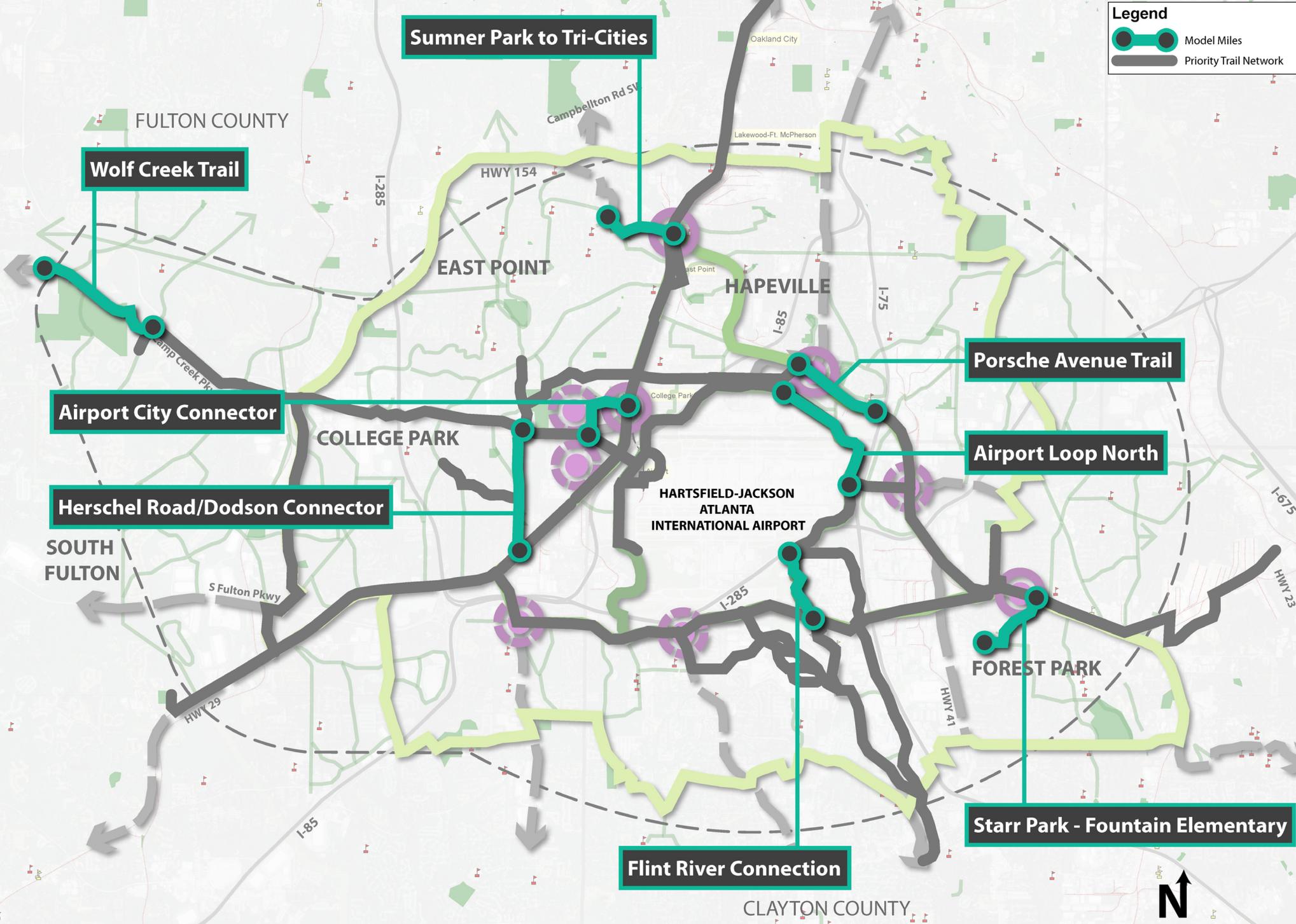


Figure 4: Model Miles

SIZEMORE GROUP

in association with

CDM SMITH, CRJA-IBI GROUP, PEREZ PLANNING + DESIGN, PLANNING4HEALTH
SOLUTIONS, SYCAMORE CONSULTING, VAUGHN & MELTON



Architecture | Planning
www.sizemoregroup.com
