

**Appendix B-
Clayton County Comprehensive Transportation Plan
Summary of Previous Studies**

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<i>Atlanta Region Bicycle Transportation and Pedestrian Walkways Plan</i>	Prepared for the Atlanta Regional Commission by Sprinkle Consulting Inc. June 2007	The plan update was intended to create a regional scale bicycle network. The network defined as on-road facilities, multi-use pathways and pedestrian friendly environments focused around major activity centers, schools, and major transit facilities.	<ul style="list-style-type: none"> • Identifies Strategic Bicycle Corridors within Clayton County as well as project and policy level recommendations with potential impacts to Clayton • Projects proposed for Clayton County are prioritized as Tier I, II and III, based on the overall prioritization of projects for the region • Includes a latent demand analysis and presents a detailed level of service results for the Clayton County portion of ARC bicycle study network
<i>Ellenwood Town Center Redevelopment Plan & Clayton County Tax Allocation District #1</i>	Prepared for the Clayton County Board of Commissioners by Ellenwood Partners LLC and McKenna Long and Aldridge LLP November 2003	The plan provides a blueprint for a new shopping, dining and entertainment “lifestyle center” that will offer retail on a pedestrian-friendly scale. It includes more than 6,000 linear feet of frontage and is proposed in conjunction with the Villages of Ellenwood, an approximately 1,000 unit development of single family residential, townhomes, condominiums, and apartments on 320 acres.	<ul style="list-style-type: none"> • Redevelopment will encompass approximately 400 acres at the intersection of I-675 and Anvil Block Road, just south of I-285 in Clayton County • Plan was adopted in connection with the Clayton County Tax Allocation District Number 1 – Ellenwood Town Center; to authorize the designation of Clayton County as the redevelopment agent • Center will have four main access points: three for general traffic circulation and the fourth for deliveries • Current plans include a multi-use trail connecting residential communities with Bouldercrest Park in DeKalb County
<i>Market Analysis Development Plan Atlanta State Farmers Market, the Forest Park Livable Center Trade Area</i>	Prepared for the City of Forest Park, Georgia Department of Agriculture, and Atlanta Regional Commission by Parsons Brinckerhoff December 31, 2002	The City of Forest Park contracted for a market study to examine the potential for expanding the State Farmers Market campus as a retail and tourism generator and an international agribusiness center.	<ul style="list-style-type: none"> • Expansion of the market will benefit agribusiness, the State and the community and will generate measurable tax and employment benefits to the economy of Forest Park and Clayton County
<i>The City of Forest Park Comprehensive Plan 2005-2025, Draft</i>	Prepared for the City of Forest Park February 21, 2005	The Comprehensive Plan provides a framework of government policy to guide the growth of the community and coordinate public services. The Plan attempts to identify the quantities, types, locations, and timing of future development and seeks to ensure the provision of adequate facilities and services to support anticipated growth.	<ul style="list-style-type: none"> • The plan addresses numerous subject areas including, but not limited to: <ul style="list-style-type: none"> ○ environmentally sensitive areas, ○ blighted areas/areas in need of redevelopment, and ○ local development policies affecting land use and transportation • The plan presents inventory data on roadways, bridges, sidewalks, and other facilities within the City and County roadway network
<i>Lake City Comprehensive Plan 2005-2025</i>	Prepared for City of Lake City by Georgia by Robert G. Betz, AICP and updated by Strategic Planning Initiatives LLC October 2004	The Lake City Comprehensive Plan is a long-range plan prepared to serve as a guide for community development and land use decisions over a 20-year period.	<ul style="list-style-type: none"> • The plan identifies two major state highways which bisect Lake City and discusses their role <ul style="list-style-type: none"> ○ Jonesboro Road (SR 54) is the primary north-south thoroughfare, and ○ Forest Parkway (SR 331), the main east-west route through northern Clayton County • The Plan also describes population, economic development, natural and cultural resources, community facilities, services, housing, land use and transportation characteristics for the City and draws comparisons with the County
<i>Lovejoy Comprehensive Plan 2004-2025 (Draft)</i>	The City of Lovejoy June 2004	The City’s Comprehensive Plan 2004-2025 (Draft) fulfills state requirements for local planning and provides a framework to guide everyday decision-making.	<ul style="list-style-type: none"> • According to the Plan, US 19/41 and the Norfolk Southern Railroad line form critical components of the City’s transportation system • Commuter rail service utilizing the Norfolk Southern rail line is proposed from Atlanta to Macon, with a station in Lovejoy. • The plan presents information on population, land use, housing, natural resources and other comprehensive planning elements and describes how Lovejoy plans to accommodate and respond to anticipated future growth
<i>Riverdale Comprehensive Plan 2005-2025</i>	Prepared for the City of Riverdale by Robert and Company; the Collaborative Firm; and GRICE and Associates July 2005	The Riverdale Comprehensive Plan is intended to address and coordinate the essential functions of the city: including population, housing, economic development, community facilities and services, natural and cultural resources, transportation, land use, and intergovernmental coordination. The plan provides Riverdale with a tool for proactively planning future growth and the provision of services.	<ul style="list-style-type: none"> • Defines transportation goals and policies • Documents detailed input on needs and opportunities gathered as part of the plan’s public involvement effort • Provides specific transportation improvement recommendations to address roadway, intersection, bike and pedestrian, transit, land use and urban design, safety needs. For example, it recommends operational and roadway improvements for Church Street between Main Street and SR 85 due to traffic congestion and safety issues

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<i>College Park Comprehensive Plan 2005-2025</i>	Prepared for the City of College Park by the Collaborative Firm, Robert and Company, CERM and GRICE and Associates September 2004	The College Park Comprehensive Plan is a policy document to be used by the local government to plan the City's growth and development over a ten-year period. The plan provides a strategic <i>long-term</i> vision for the city's future in nine essential areas: population, housing, economic development, natural, historic, and cultural resources, community facilities, transportation, intergovernmental coordination, land use, and implementation.	<ul style="list-style-type: none"> • The transportation element provides an inventory of the local transportation network; an assessment of the adequacy for serving current and future population and economic needs; and the articulation of community goals and an associated implementation program that provides the desired level of transportation facilities and services throughout the planning period.
<i>Jonesboro Comprehensive Plan 2005-2025</i>	Prepared for the City of Jonesboro by Robert and Company August 2004	The Comprehensive Plan is organized around a framework of government policy which is used to guide the growth of the community and coordinate public services. The plan provides a basis for the evaluation of all significant future development proposals and guides preparation of capital improvement programs and budgets for community services and facilities. Development and updating of plans for transportation, economic development, community facilities, housing, and natural/historic resources are an integral part of the comprehensive plan.	<ul style="list-style-type: none"> • The transportation element provides an inventory of the local transportation network; an assessment of the adequacy for serving current and future population and economic needs; and the articulation of community goals and an associated implementation program that provides the desired level of transportation facilities and services throughout the planning period. • Major arterials, such as Tara Boulevard (US 19/41), SR 138, SR 85, SR 54 have locations with unacceptable levels of congestion. • Interstate 75 near I-285 also experience acute congestion during the AM and PM peak hours • The plan also identifies the following additional congested roadway segments: <ul style="list-style-type: none"> ○ West Fayetteville Road just south of Flat Shoals Road and just north of I-285, ○ I-285 just west of I-75, ○ Riverdale Road near I-285, ○ I-85 just north of I-285, ○ Valley Hill Road west of Tara Boulevard
<i>Forest Park LCI Study</i>	Prepared for the City of Forest Park by Parsons, Municipal Access Management, and Day Wilburn Associates December 2001	The LCI plan proposes the redevelopment of a 292-acre area that includes Forest Park's Main Street and centers around a 37-acre Transit Oriented Development (TOD), Forest Park Transit Village as the heart of its activity center. The city intends to utilize the redevelopment of this area to form a more dynamic town center, featuring a transportation plaza that will capitalize on the proposed commuter rail route, with appropriate shops and services and high density in-fill housing. In addition, mixed income housing and a system of parks and recreational amenities will all be connected by sidewalks, bike and jogging trails and public transportation.	<ul style="list-style-type: none"> • The LCI plan recommends the following transportation projects: <ul style="list-style-type: none"> ○ Construct 3-mile multi-use, bike/ped trail ○ Acquire site and construct a rail station ○ Construct a people mover train to connect the Airport to the Forest Park Station via Main Street and the Farmers Market. The people mover would cross I-75 at I-285, stopping at the 190-acre State Farmers Market, and the Main Street Station, and would link to the Forest Park State Commuter Rail Station near Fort Gillem ○ Construct a pedestrian bridge connecting Main Street and City Hall ○ Streetscaping and pedestrian improvements along Forest Parkway

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<i>Jonesboro Livable Centers Initiative Summary Report</i>	Prepared for the City of Jonesboro by Jordon Jones and Goulding and the Ackerman & Co. December 18, 2003	The Jonesboro LCI capitalizes on the potential commuter rail service between Lovejoy and Atlanta. It provides an action plan for redeveloping Jonesboro's Historic downtown around a potential commuter rail station. A number of transportation improvements were recommended to accommodate the revitalization of downtown Jonesboro and the adjacent areas.	<ul style="list-style-type: none"> • The transportation improvements recommended in the Livable Centers Initiative Study are presented below: <ul style="list-style-type: none"> ○ West Mill Street Parking Deck (Estimated 500 spaces) ○ Courthouse Drive Parking Deck-Estimate 700 Spaces ○ Proposed Downtown Trolley (2 buses) ○ Close West Mill Street Rail Crossing to vehicles, but maintain as pedestrian crossing location for future commuter rail station ○ New Connector Parkway from South McDonough Street to Old Courthouse (including sidewalks) ○ Construct gateways ○ Installation of a wayfinding system to help guide visitors to various attractions ○ The addition of mast arm signals to the following intersections along Main Street: College Street, Mill Street, Spring Street, and North Avenue to include pedestrian signals and marked crosswalks ○ Commuter Rail Station-600 foot platform in the vicinity of West Mill Street and Smith Street ○ Streetscape at six locations (Main Street from North to South Streets; McDonough Street from Johnson Street to Turner Road; Smith Street from Tara Boulevard to Main Street; Lee Street from West Mill to Spring Street ;King Street from Wilburn Street to McDonough Street; North Main Street from Main Street to City Limit) ○ Sidewalks at over 20 locations including Fayetteville Road, Old Stockbridge Road, Main Street, Johnson Street King Street, Wilburn Street, Plant Street, Sims Street, Mill Street, Memorial Avenue, Cloud Street, Spring Street , North Avenue, SR 54, Raymond Street, Williamson Mill Road, Crowder Street and Whiteline Street ○ Multi-Purpose Paths from the new Middle School to Stately Oaks and from the Old Courthouse to African American Museum on Smith Street
<i>Morrow LCI Study</i>	Prepared for the City of Morrow by Sizemore Floyd February 2001	The LCI plan centers around a 14-acre project site as part of a new mixed-use master plan development, known as Gateway Village, previously in process for the City of Morrow and Clayton County.	<ul style="list-style-type: none"> • SR 54, acts as a divider between Clayton State University to the east and the future mixed-use development related to the University on the west • Recommends the creation of a gateway to offer a "sense of arrival" into the town center, as well as Main street and plaza • Centers on the creation of a train station to act as a focus for a mixed-use residential community • Integral to the Master Plan is a bus drop-off on Clayton State Boulevard and a roundabout proposed for SR 54 at the main entrance to Clayton State University and College (Clayton State Boulevard), which would connect with a new conference center and hotel at the edge of a natural park.
<i>Northwest Clayton LCI Study</i>	Prepared for Clayton County by the Collaborative Firm, LLC, Grice and Associates, and Robert and Company December 2004	The Northwest Clayton LCI was prepared to aide in redevelopment and to support a "live, work and play" environment for the community. The study provides a five-year action plan of prioritized transportation capital improvement projects and initiatives to be undertaken in the short-term.	<ul style="list-style-type: none"> • Recommended projects include streetscape, intersection/interchange, roadway, transit and recreation facility improvement recommendations • Larger issues addressed in the study include: <ul style="list-style-type: none"> ○ Current construction and anticipated future impacts of the 5th runway at Hartsfield Jackson Atlanta International Airport, ○ Traffic congestion and related impacts on connectivity, ○ Linkages to other county and regional centers, ○ The potential for large-scale redevelopment of the Cherry Hills subdivision, and ○ Opportunities to bring in new community facilities (parks, recreation, greenspace) and services

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<i>The City of Riverdale Livable Centers Initiative Town Center Study</i>	Prepared for the City of Riverdale by the Collaborative Firm, LLC, Pond, Sizemore Group, and Michael Syphoe Consultants, 2006	The Riverdale LCI Study sets out to identify a location of the new town center. It also examines land use, urban design, transportation and market factors affecting the community. The Riverdale LCI Study highlights the need for: <ul style="list-style-type: none"> ○ Alternative modes ○ Pedestrian facilities ○ Inter-parcel connectivity ○ Gateways into the community, nodal development and a sense of place ○ Adequate greenspace and community gathering places ○ Diversity in housing, uses and activities ○ Cohesive urban design and regulations to support the community vision 	<ul style="list-style-type: none"> • A concept plan developed for the Riverdale LCI Study sub-divides the study area into Upper Riverdale, Lamar Hutcheson and the Riverdale Town Center Enclaves • Detailed land use and transportation recommendations are presented, tailored to each enclave • The plan proposes implementation of mixed use development; access management; vehicular, pedestrian and bicycle connectivity improvements; a new Riverdale Town Center consisting of civic buildings; an amphitheatre; a public plaza; and a village green
<i>The Tara Boulevard – US 19/41 Multimodal Corridor Study, Final Report</i>	Prepared for the Atlanta Regional Commission March 13, 2007	The focus of the study is a 22.5-mile section of Tara Boulevard, extending from I-75 in Clayton County to SR 16 in Griffin. The final report identifies programs, policies and projects to address existing and future transportation and land use needs.	<ul style="list-style-type: none"> • The major transportation projects recommended as part of the Tara Boulevard – US 19/41 Multimodal Corridor Study include: <ul style="list-style-type: none"> ○ A four-lane limited access super arterial from SR 54 to I-75, complemented by parallel access roads, to improve regional mobility and safety by focusing on strategies to maintain vehicular throughput ○ Widening Tara Boulevard - US 19/41 to three lanes in each direction from SR 20 to SR 81 to provide a consistent six-lane cross-section ○ Implementing traffic operational and safety improvements, including ITS upgrades, turning lanes, and redesigned medians, where applicable ○ Initiating an enhanced local bus service on Tara Boulevard - US 19/41 from Lovejoy to East Point to improve transit service and choices in the corridor ○ Constructing sidewalks on Tara Boulevard – US 19/41 within the jurisdictions, activity centers and transit service areas to meet pedestrian demand and improve safety ○ Developing a multi-use trail from SR 16 in Griffin to the Jester Creek trail system in north Clayton County to provide an alternative route for pedestrian and bicycle travel
<i>Southern Regional Accessibility Study (SRAS) Technical Memorandum 5, Scenario Development and Alternative Strategies Report</i>	Prepared for Atlanta Regional Commission by Jordan, Jones and Goulding, Kimley-Horn & Associates, CRA International, and Planners for Environmental Quality and others. August 2007	The Southern Regional Accessibility Study (SRAS) was initiated in December 2005 as a comprehensive study of the southern area of the Atlanta region. The purpose of the study is to establish a strategic, long-term area-wide plan to address current and anticipated growth in population and travel demand and to ensure accessibility, mobility, and quality of life for residents of the region. Technical Memorandum 5 develops two alternative future scenarios for the study area, which describe the development of transportation system improvements and land use distributions of both population and employment growth over the next 25 years. Scenario 2 represents the best performing and the most cost effective projects.	<ul style="list-style-type: none"> • The scenarios under evaluation include a host of strategies: <ul style="list-style-type: none"> ○ Bicycle trails ○ Heavy rail extensions of MARTA ○ ITS/signal enhancement ○ Commuter rail extensions (Griffin and Senoia) ○ Improved rail crossings ○ Express bus extensions and new local bus service ○ Activity center circulators ○ Bypasses and east-west connectors ○ Interstate capacity addition (especially along facilities running north-south) and new Interchanges ○ Collector-distributor systems and new frontage roads ○ HOV extensions and at interchanges • The study findings indicate that transit and managed lane concepts are supportive of Clayton County's Comprehensive Plans • Roadway capacity recommendations are also considered supportive of local plans, except for a small portion of a new extension of SR 20 proposed for south Clayton • Several corridors are recommended for further study. These include: <ul style="list-style-type: none"> ○ SR 81 ○ SR 138 ○ SR 85 / SR 279

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<i>Upper Riverdale Road Corridor Redevelopment (Riverwalk)</i>	Prepared for the Clayton County Board of Commissioners, Clayton County Redevelopment Authority Board, and Southern Regional Medical Center July 2002	The Upper Riverdale Road Corridor Redevelopment Concept Plan (Riverwalk) identifies redevelopment opportunities surrounding the Southern Regional Medical Center and outlines design guidelines for a proposed Community Hospital Planned District. Project goals include: <ul style="list-style-type: none"> o Creating pedestrian-friendly environment, o Revitalizing older residential and commercial buildings, o Providing for a more aesthetic transportation corridor, o Raising the level of transportation service, and o Establishing functional and attractive gateways to the corridor 	<ul style="list-style-type: none"> • Recommends the development of a Traditional Neighborhood Development (TND), a fully integrated, mixed-use, pedestrian oriented neighborhood that would provide a balanced mix of activities. • Proposes TAD financing for redevelopment • Development would center around several roadway improvements including: <ul style="list-style-type: none"> o Reconstruction, streetscape and aesthetic improvements to Upper Riverdale Road o Four laning and streetscaping of Garden Walk Boulevard as well as extension to SR 85 o Widening, streetscaping and pedestrian improvements along Medical Center Drive o Establishment of a West Gateway at SR 85 and Valley Hill Road and an East Gateway at Tara Boulevard o New Elevated bridge over Flint River o Two major roadway realignments at the East Gateway at the intersection with Lee's Mill Road near Tara Boulevard and in front of the SRMC Campus at Haynes Drive
<i>Mountain View Redevelopment Update</i>	Prepared by the Redevelopment Authority of Clayton County with assistance from Clayton County Department of Economic Development and Huntley Partners, Inc. May 2007	This area, including what was formerly the City of Mountain View in Clayton County, has been transformed due to the dramatic growth of the Hartsfield- Jackson Atlanta International Airport. In response to the growth/change, the Mountain View Redevelopment Plan is continuously updated to guide and control development in order to avoid undesirable and incompatible land uses in the Atlanta Tradeport, East Mountain View and Ballard Road areas.	<ul style="list-style-type: none"> • Land use and transportation concepts are presented by the plan • The transportation recommendations for the East Mountain View area includes: <ul style="list-style-type: none"> o Extension of C.W. Grant Parkway eastward from Old Dixie Highway to meet Conley Road west of I-285 o Improve the new intersection of Old Dixie Highway and Grant Parkway (Aviation Boulevard) by re-routing Old Dixie Highway to the east to intersect Grant Parkway at grade level o Upgrade and improve Gilbert Road north of the Grant Parkway extension to connect with and extend the Southwoods Business Center road o Cooperate with the planning efforts of the Hartsfield-Jackson Atlanta International Airport Master Plan and the Southern Crescent Transportation Service Center Feasibility Study
<i>Gateway Village Redevelopment Plan</i>	Collaborative Effort of the Clayton County Development Authority, The University Financing Foundation, Clayton State University (CSU), Clayton County, and the cities of Morrow and Lake City, 2006	Gateway Village is a master-planned 165-acre mixed use development which will connect the current 163-acre wooded campus of Clayton State University (CSU) with the nearby 200- acre Reynolds Nature Preserve.	<ul style="list-style-type: none"> • The master plan for this development calls for: <ul style="list-style-type: none"> o Georgia Archives, (existing) o Southeast Regional Archives, (existing) o Hotel//Conference Center o Office buildings, o Student housing • When completed, Gateway Village will contain over 500,000 square feet of Class A office, research and medical space, a 200-room full service luxury hotel connected to an 80,000-square feet conference and training facility equipped with state-of-the-art technology • The development will also be the home of the regional headquarters of the National Archives and Records Administration, which will attract an estimated 4,000 visitors monthly. Visitors will have easy access to Hartsfield airport through a shuttle bus
<i>Southern Crescent Transportation Service Center (SCTSC) Feasibility Study</i>	Clayton County Board of Commissioners, 1999	The SCTSC Feasibility Study was commissioned by the Clayton County Board of Commissioners to determine the feasibility of locating an intermodal transportation center in the northern portion of Clayton County, east of the HJAIA.	<ul style="list-style-type: none"> • The study recommends siting the SCTSC in the area of the intersection of C.W. Grant Parkway and Old Dixie Highway on approximately 20 acres • Initially, the SCTSC would serve bus and airport shuttle services, with future expansion of service into a commuter rail station, a MARTA station, and an Automated People Mover to the International Terminal

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<i>Southside Hartsfield Redevelopment and Stabilization Plan, Recommendations Summary (Draft)</i>	Prepared for the Clayton County Development Authority May 2003	The Southside Hartsfield Redevelopment and Stabilization Plan is a joint effort of the Development Authorities of Clayton and Fulton Counties and the City of College Park. The redevelopment plan is prepared for a 3,400-acre area south of Hartsfield-Jackson Airport. The plan emphasizes the opportunity to develop business activity centers adjacent to a major hub airport	<ul style="list-style-type: none"> • The Southside Hartsfield Redevelopment and Stabilization Plan recommends numerous strategies, including: <ul style="list-style-type: none"> ○ The development of a greenway trail system between Clayton County and Fulton County, connecting residential neighborhoods with Flat Shoals Park, schools, commercial districts along Phoenix Boulevard, Riverdale Road and Old National Highway ○ Conducting a traffic study to determine the potential impacts of the Sullivan Road realignment on redevelopment plans for other areas, including Riverdale Road, West Fayetteville Road, and other facilities ○ Developing a network of roads and development blocks along the Godby Road corridor ○ Establishing an east-west connection from West Fayetteville Road to Old National Highway using East Pleasant Hill Road and Pleasant Hill Road ○ Coordinating with Hartsfield Airport planners to establish a direct road link from West Fayetteville Road to new airport terminal access roads ○ Working with Hartsfield Airport planners to establish a preferred route from planned air cargo facilities to industrial and distribution redevelopment on the east side in the Cherry Hills area ○ Encouraging the long-term extension of MARTA rail beyond the airport to serve areas south of I-285 and to enhance transit-oriented development potential in the Southside Hartsfield area • The plan also calls for upgrading non-transportation infrastructure (water, sewer, telecommunications, etc.) to support redevelopment
<i>Hartsfield 2000 and Beyond - Ceiling and Visibility Unlimited</i>	Prepared by Hartsfield-Jackson Atlanta International Airport (HJAIA) January 2000	The master plan serves as a policy guide for long-term development of HJAIA. The Plan identifies current airport capacities and levels of demand, forecasts future demand levels, and provides alternatives for addressing potential deficiencies.	<ul style="list-style-type: none"> • Areas assessed include airfield, gates terminal airport people mover, ticketing, baggage claim, security, curbside, parking roadways, regional access, environmental issues and community development opportunities.
<i>Atlanta-Macon Commuter Rail Study</i>	Prepared for the Georgia Rail Passenger Program by Georgia Rail Consultants June 2001	The proposed commuter rail line from Atlanta to Macon includes five transit stations in Clayton County. These proposed stations include Southern Crescent Transportation Services Center, Forest Park, Morrow, Jonesboro, and Lovejoy. The cities of Forest Park, Morrow and Jonesboro have each developed plans for redevelopment around the proposed stations.	<ul style="list-style-type: none"> • An environmental impact study was completed from Atlanta to Macon and funding was released for rail improvements and purchase of land for the station areas.
<i>Commuter Rail Plan Update: A Report to the Transit Planning Board, Georgia Department of Transportation and Metro Atlanta Chamber of Commerce</i>	Prepared by R.L. Banks & Associates, Inc. December 2007	To update ridership and cost information developed in previous Atlanta region commuter rail studies. Data from this study is to be used, in general, by the Atlanta region to better understand the current implementation challenges of commuter rail, and in particular, in the Transit Planning Board's (TPB) development of a regional transit network and vision.	<ul style="list-style-type: none"> • Using updated 2030 projections, the plan confirms compelling ridership numbers for the corridor running north from Macon through Lovejoy to Atlanta. • The update also includes an analysis of peer cities across the country and offers lessons learned from those regions as they implemented commuter rail.
<i>High Occupancy Vehicle (HOV) System Implementation Plan</i>	Prepared for the Georgia Department of Transportation March 2003	The High Occupancy Vehicle (HOV) System Implementation Plan.	<ul style="list-style-type: none"> • Recommends HOV lanes on the I-75 corridor in Clayton County • Includes HOV lanes on I-75 from SR 54 through to SR 155 in Henry County and additional miles of HOV lanes outside 2001 I-285 on I-75 and I-675 south of the Atlanta city limits

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<i>Traffic Impact Study State Farmers Market Forest Park Georgia</i>	Prepared by Pond & Company Inc. January 2007	The study was intended to identify transportation improvements needed to support the redeveloped public market. The study attempts to segregate the site's retail traffic from its wholesale traffic and develops three potential access alternatives to manage traffic access after the public market is completed.	<ul style="list-style-type: none"> • The study recommends: <ul style="list-style-type: none"> ○ Allowing traffic to remain mixed when entering the site but separates traffic when exiting as well as within the site ○ Intersection improvement at SR 331 at the Main Gate ○ Intersection Improvement at SR 331 at 6th St. ○ Intersection improvement at Frontage Road at First Avenue ○ New intersection at Falcon Drive and 2nd Street/Braves Drive ○ Pedestrian facilities along frontage ○ Bus stop/Platform – pullout lane, shelter , street furniture, information kiosk ○ Reconstruct Main Gate as primary retail access ○ Reconstruct Upper Gate as primary wholesale access ○ Realign Frontage road northbound to intersect SR 331 at the existing intersection with Main Gate an upgrade signal as part of GDOT HOV project ○ Upgrade/Signalize intersection at SR 331 and Upper Gate ○ Reconstruct railroad bridge over SR 331 ○ Sidewalk improvements along SR 331 from Main Gate to SR 3 (Old Dixie Highway)
<i>City of Jonesboro Draft Final Report Traffic Circulation and Access Management Study</i>	Prepared by Precision Planning Inc. September 2004 (Revised November 2004)	The report documents the results of a study conducted to investigate methods of alleviating traffic congestion in downtown Jonesboro. The study specifically looked at future traffic conditions as a result of the planned commuter rail station in downtown Jonesboro and anticipated changes to the downtown street network as a result of the rail station.	<ul style="list-style-type: none"> • The study recommends 13 projects to improve downtown traffic conditions, including: <ul style="list-style-type: none"> ○ Closing the Mill Street railroad crossing ○ Intersection improvements along Main Street and McDonough Street ○ Reconstruction of Main Street (for one-way south) and McDonough Street (for one way north) from Spring Street to College Street ○ Intersection improvements at Main Street/Spring Street ○ Riley Way relocation and intersection improvements at North Main Street, North Avenue and Jonesboro Road ○ Smith Street Tunnel ○ Improvements along Stockbridge Road ○ Carriage Lane-Lake Jodeco/Courthouse Annex Connector ○ Keystone Street realignment