



# Inventory of Existing Conditions

Prepared for:

**Clayton County**  
**Department of Transportation and  
Development**

Prepared by:

**URS**

In association with:  
MPH and Associates, Inc.  
Turner Associates Inc.  
Joel F. Stone, Inc.  
D. Clark Harris, Inc.

**November 2007**

## Table of Contents

<u>Section</u>	<u>Page</u>
<b>1.0 Introduction .....</b>	<b>1</b>
1.1 County Background.....	1
1.2 Report Organization .....	4
<b>2.0 Data Collection .....</b>	<b>5</b>
<b>3.0 Community Context .....</b>	<b>7</b>
3.1 Recent Findings, Trends and Issues.....	7
3.2 Community Characteristics .....	7
3.2.1 Population and Employment .....	8
3.2.2 Population and Employment Distribution.....	10
3.2.3 Travel Patterns and Characteristics .....	13
3.2.4 Transit Market Demographics .....	16
3.3 Land Use and Development Characteristics .....	19
3.3.1 Existing Land Use .....	19
3.3.2 Future Land Use.....	20
3.3.3 Land Use and Transportation.....	23
3.3.4 Development Policies .....	24
3.3.5 Developments of Regional Impact (DRI).....	25
3.3.6 Development and Redevelopment Opportunities.....	28
<b>4.0 Environmental Conditions .....</b>	<b>31</b>
4.1 Regulatory Compliance .....	31
4.1.1 Streams, Wetlands, and Lakes.....	31
4.1.2 Cultural Resources.....	32
4.2 Methodologies.....	32
4.2.1 Streams, Wetlands, and Lakes.....	32
4.2.2 Cultural Resources.....	33
4.3 Findings.....	34
4.3.1 Streams, Wetlands, and Lakes.....	34
4.3.2 Cultural Resources.....	34
<b>5.0 Transportation System Inventory .....</b>	<b>45</b>
5.1 Streets, Roads, and Highways .....	45
5.1.1 Functional Classification.....	45
5.1.2 Traffic Control Infrastructure.....	47
5.1.3 Intelligent Transportation System (ITS) Infrastructure.....	47
5.1.4 Bridge Inventory and Conditions .....	66
5.1.5 Over the Road Freight Conditions .....	69
5.2 Aviation.....	69
5.3 Railroads .....	70

5.4	Public and Private Transportation Services .....	71
5.4.1	Operating Characteristics .....	77
5.4.2	Major Public Transit Trip Generators and Attractors .....	78
5.4.3	Major Public Terminals and Facilities .....	78
5.5	Parking Facilities .....	78
5.6	Bicycle and Pedestrian Facilities .....	79
5.6.1	Potential Streetscapes .....	96
<b>6.0</b>	<b>Existing Transportation System Conditions and Safety .....</b>	<b>99</b>
6.1	Roadway Conditions .....	99
6.1.1	Travel Patterns and Trip Characteristics .....	99
6.1.2	Traffic Volumes .....	101
6.1.3	Commercial Vehicle Traffic.....	101
6.1.4	Level of Service .....	105
6.2	Traffic Safety and Accident Assessment.....	108
6.2.1	County Comparison.....	109
6.2.2	Historic Crash Data .....	111
6.2.3	Crash Locations .....	112
6.2.4	Clayton County Crash Characteristics.....	122
6.3	Clayton County Railroad Crash and Crossing Data.....	126
<b>7.0</b>	<b>Previous Studies/Plans and Planned Projects .....</b>	<b>128</b>
7.1	Previous Studies .....	128
7.2	Local Projects.....	128
7.3	ARC Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP) Projects.....	129
<b>8.0</b>	<b>Existing and Planned Schools .....</b>	<b>136</b>
8.1	Clayton County Public Schools .....	136
8.2	Private Primary and Secondary Schools.....	140
8.3	Higher Education.....	140
8.4	Planned Schools .....	140
<b>9.0</b>	<b>Community and Stakeholder Input.....</b>	<b>141</b>
9.1	Public Involvement Plan .....	141
9.2	Input Received .....	142
<b>10.0</b>	<b>Summary of Findings and Next Steps.....</b>	<b>146</b>
10.1	Community Context.....	146
10.2	Environmental Conditions .....	148
10.3	Transportation Infrastructure .....	148
10.4	Transportation System Conditions and Safety.....	151
10.5	Existing and Planned Schools.....	151
10.6	Community and Stakeholder Input.....	152
10.7	Next Steps.....	153



## **Appendices**

Appendix A - National Bridge Inventory Background Information

Appendix B - Summary of Previous Studies

## List of Figures

<u>Figure</u>	<u>Page</u>
Figure 1-1: Study Area.....	2
Figure 1-2: Clayton County Commission Districts .....	3
Figure 3-1: Clayton County Population Growth, 1960 - 2006 .....	8
Figure 3-2: 2005 Population Density per Acre by TAZ .....	11
Figure 3-3: 2005 Employment Density per Acre by TAZ .....	12
Figure 3-4: Average Travel Time to Work: 1990-2005.....	14
Figure 3-5: Environmental Justice Population Distribution .....	18
Figure 3-6: Clayton County Existing Land Use .....	21
Figure 3-7: Clayton County Future Land Use .....	22
Figure 3-9: Planned Developments of Regional Impact (DRIs) .....	27
Figure 4-1: Clayton County Jurisdictional Waters of the U.S. ....	35
Figure 4-2: Clayton County Historic Sites and Markers .....	38
Figure 4-3: Clayton County Parks and Recreation Areas .....	41
Figure 4-4: Museums and Cultural Sites.....	44
Figure 5-1: Existing Roadway Network and Number of Lanes .....	46
Figure 5-2: Functional Classification for Roadways.....	49
Figure 5-3: Clayton County Traffic Signal Locations.....	56
Figure 5-4: City of College Park Traffic Signal Locations .....	57
Figure 5-5: City of Forest Park Traffic Signal Locations .....	58
Figure 5-6: City of Jonesboro Traffic Signal Locations .....	59
Figure 5-7: City of Lovejoy Traffic Signal Locations.....	60
Figure 5-8: City of Lake City Traffic Signal Locations .....	61
Figure 5-9: City of Morrow Traffic Signal Locations .....	62
Figure 5-10: City of Riverdale Traffic Signal Locations .....	63
Figure 5-11: Clayton County Existing and Proposed ITS Infrastructure .....	65
Figure 5-12: Public Transportation Routes .....	75
Figure 5-13: Clayton County Sidewalk Conditions.....	80
Figure 5-14: City of College Park Sidewalk Conditions .....	81
Figure 5-15: City of Forest Park Sidewalk Conditions .....	82
Figure 5-16: City of Jonesboro Sidewalk Conditions .....	83
Figure 5-17: City of Lake City Sidewalk Conditions .....	84
Figure 5-18: City of Lovejoy Sidewalk Conditions.....	85
Figure 5-19: City of Morrow Sidewalk Conditions .....	86
Figure 5-20: City of Riverdale Sidewalk Conditions.....	87
Figure 5-21: Clayton County Bicycle Facilities/Trails/Streetscapes .....	98
Figure 6-1: Origins and Destinations of Trips To and From Clayton County .....	100
Figure 6-2: Origins and Destinations of Transit Trips to and From Clayton County.....	101
Figure 6-3: Annual Average Daily Traffic (AADT) .....	102
Figure 6-4: FHWA Vehicle Classification Breakdown .....	103
Figure 6-5: P.M. Peak Level of Service .....	106
Figure 6-6: High Frequency Intersection Crash Locations, 2004-2006 .....	114
Figure 6-7: City of College Park High Frequency Intersection Crash Locations, 2004-2006....	115
Figure 6-8: City of Forest Park High Frequency Intersection Crash Locations, 2004-2006.....	116
Figure 6-9: City of Jonesboro High Frequency Intersection Crash Locations, 2004-2006.....	117
Figure 6-10: City of Lake City High Frequency Intersection Crash Locations, 2004-2006 .....	118

Figure 6-11: City of Lovejoy High Frequency Intersection Crash Locations, 2004-2006 ..... 119  
 Figure 6-12: City of Morrow High Frequency Intersection Crash Locations, 2004-2006 ..... 120  
 Figure 6-13: City of Riverdale High Frequency Intersection Crash Locations, 2004-2006 ..... 121  
 Figure 6-14: High Crash Rate Locations..... 124  
 Figure 7-1: Clayton County SPLOST Projects..... 130  
 Figure 7-2: Clayton County RTP and TIP Projects ..... 132  
 Figure 8-1: Clayton County Schools ..... 138

## List of Tables

<u>Table</u>	<u>Page</u>
Table 2-1: Data Sources .....	6
Table 3-1: Population Change 2000 to 2006 .....	9
Table 3-2: Total Employment 1990 to 2005 .....	9
Table 3-3: Employment to Labor Force Balance .....	10
Table 3-4: Means of Transportation to Work .....	13
Table 3-5: Travel Time to Work .....	14
Table 3-6: Time Leaving for Work.....	15
Table 3-7: Journey to Work: 1990 to 2000.....	15
Table 3-8: Journey to Work: 1990 to 2000.....	16
Table 3-9: Population and Household Characteristics - 2005.....	17
Table 3-10: Race and Ethnicity - 2000.....	17
Table 3-11: Existing Land Use Distribution.....	20
Table 3-12: Future (2025) Land Use by Category – Clayton County.....	20
Table 3-13: Clayton County Completed DRI Projects.....	26
Table 4-1: Clayton County Name Lakes and Streams.....	34
Table 4-2: NRHP-Eligible Archaeological Sites .....	37
Table 4-3: Georgia Historic Markers .....	39
Table 4-4: Parks and Recreation Areas .....	42
Table 5-1: Functional Classification .....	48
Table 5-2: Existing Traffic Signal Controlled Intersections .....	50
Table 5-3: National Bridge Inventory Data .....	67
Table 5-4: GDOT 2005 Bridge Inspection Report, Summary of Findings.....	68
Table 5-5: Railroad Crossing Locations.....	72
Table 5-6: C-TRAN Route Characteristics .....	74
Table 5-7: GRTA Route Characteristics .....	76
Table 5-8: ARC Pedestrian Level-of-Service (LOS) .....	89
Table 5-9: ARC Bicycle LOS.....	92
Table 5-10: ARC Latent Demand Analysis Results .....	93
Table 5-11: ARC Bicycle Study Network, Prioritization Results.....	94
Table 6-1: Person Trips To/From Clayton County .....	99
Table 6-2: Vehicle Trips To and From Clayton County.....	100
Table 6-3: Mode Split.....	101
Table 6-4: Truck Traffic on Roadways in Clayton County.....	104
Table 6-5: Total Fatalities in the ARC 18-County Region, 2005 .....	109
Table 6-6: Alcohol-Related Fatalities in the ARC 18-County Region, 2005.....	110
Table 6-7: Speed Related Fatalities in the ARC 18-County Region, 2005 .....	110
Table 6-8: Pedestrian Fatalities in the ARC 18-County Region, 2005 .....	111
Table 6-9: Clayton County Fatality Totals by Category, 1997-2005 .....	112
Table 6-10: High Frequency Intersection Crash Locations, 2004-2006.....	113
Table 6-12: Clayton County Crash Summary, 2004-2007 .....	122
Table 6-11: High Crash Rate Locations.....	123
Table 6-13: Location of Impact, 2004-2006 .....	125
Table 6-14: Collision Type, 2004-2007 .....	125
Table 6-15: Mid-block versus Intersection Crash Location, 2004-2007 .....	126
Table 6-16: Pedestrian Crashes, 2004-2007 .....	126

Table 6-17: Cyclist Crashes, 2004-2007 .....	126
Table 6-18: Rail-Vehicle Crash History at At-Grade Railroad Crossings in Clayton County.....	127
Table 7-1: Planned Clayton County SPLOST Investments .....	129
Table 7-2: ARC <i>Envision6</i> 2008-2013 TIP Project Types in Clayton County .....	131
Table 7-3: Constrained ARC <i>Envision6</i> RTP and 2008-2013 TIP Projects in Clayton County..	133
Table 7-4: Unfunded ARC <i>Envision6</i> RTP and 2008-2013 TIP Projects in Clayton County.....	134
Table 7-5: Dropped ARC <i>Envision6</i> RTP and 2008-2013 TIP Projects in Clayton County .....	135
Table 8-1: Clayton County Public Schools – Educational Facilities .....	137
Table 8-2: Clayton County School Traffic and Pedestrian Access Studies (2005) .....	139
Table 9-1: Study Public Outreach Activities .....	142
Table 10-1: Frequently Expressed Transportation Issues .....	152

## 1.0 Introduction

The *Inventory of Existing Conditions* is the first of a series of technical reports for the Clayton County Comprehensive Transportation Plan (CTP). The CTP was initiated in June 2007 by the Board of Commissioners of Clayton County, Georgia to provide a long range transportation plan for the county. The final CTP will identify projects and strategies to provide for the mobility needs of both the current and future citizens of Clayton County and its seven incorporated municipalities. This report provides the existing conditions of the multimodal transportation system within the county. It is crucial to develop a thorough understanding of the existing transportation system on which the needs assessment and future improvement strategies will be based. For the purposes of the study, the CTP study area encompasses Clayton County and includes an approximate five-mile buffer surrounding the county, as illustrated in Figure 1-1.

### 1.1 County Background

Clayton County is located in the southern portion of the Atlanta Metropolitan Region and is bordered by the City of Atlanta, Fulton County and DeKalb County to the north, Fayette County to the west, Spalding County to the south, and Henry County to the east. The county is home to seven incorporated cities including Jonesboro, the county seat, College Park, Forest Park, Lake City, Lovejoy, Morrow, and Riverdale. Clayton County has a land area of 143 square miles, with a 2006 population density of 2.97 persons per acre.

According to the U.S. Census Bureau, the year 2000 population of Clayton County was 236,517. The Census Bureau's estimate for 2006 was 271,240, reflecting a 14.7 percent increase in just six years. From 2000 to 2030, the county's population is projected by the Atlanta Regional Commission (ARC) to increase by 24 percent, with employment increasing by 30 percent between 2005 and 2030.

The citizens of Clayton County are served by five commissioners covering four districts. County commission districts are shown in Figure 1-2. District One, covering the northeastern corner of the county generally north of I-75 and east of Jonesboro Road, is represented by Ms. Sonna Singleton. District Two, covering the northwestern corner of the county generally west of Jonesboro Road and north of City of Riverdale, is represented by Ms. Virginia Burton Gray. District Three, covering the central and east-central sections of the county, generally between I-75, the City of Riverdale and Jodeco Road is represented by Mr. Michael Edmonson. District Four, covering the area west of Riverdale and points south to the county line, are represented by Mr. Wole Ralph. Finally, the Chairman, Mr. Eldrin Bell, is elected at the countywide level. Some major points of interest within each Commission District include:

- Hartsfield-Jackson Atlanta International Airport, District 2
- Southern Regional Medical Center, District 2
- Southlake Mall, District 4
- Clayton State University, District 1

[Figure 1-1:  
Study Area](#)

Figure 1-2:  
Clayton County Commission Districts

The baseline conditions of Clayton County's transportation system have been inventoried and are included in this report. The roadway system in Clayton County is well developed. Clayton County has approximately 2,334 miles of roadway, including interstates, state roads, county roads, and city streets. Interstate highways 75, 85, 285, and 675 traverse the county for more than 186 miles. Other significant state and federal highways include:

- US 19/41- SR 3
- US 23 - SR 42
- SR 20
- SR 54
- SR 81
- SR 85
- SR 138
- SR 139
- SR 160
- SR 314, and
- SR 331

Clayton County Transit (C-TRAN), the Georgia Regional Transportation Authority (GRTA) and the Metropolitan Atlanta Rapid Transit Authority (MARTA) provide public transportation services in the county. There are designated bicycle routes, limited sidewalk facilities, aviation services provided through a municipal airport, and freight rail service provided by two rail carriers.

## 1.2 Report Organization

For ease of use and reference, the *Inventory of Existing Conditions* has been divided into the following sections:

- **Section 1** provides an introduction to the CTP development process and a general overview of Clayton County.
- **Section 2** outlines the data collection process and the types of data included in the inventory.
- **Section 3** provides the community context in which the planning process is being conducted and examines socioeconomic, demographic and land use trends in the county.
- **Section 4** provides an assessment of existing environmental conditions in compliance with National Environmental Policy Act (NEPA) requirements.
- **Section 5** provides an inventory of the County's existing transportation infrastructure for all modes.
- **Section 6** documents roadway conditions with a focus on level of service and safety.
- **Section 7** outlines previous studies and plans that should be considered in the development of the CTP.
- **Section 8** examines existing and planned schools throughout the County to ensure connectivity and efficient traffic flow in the vicinity of schools.
- **Section 9** documents the process for stakeholder and community input as well as initial feedback obtained in the first stages of the process.
- **Section 10** provides a summary of preliminary findings and next steps.

## 2.0 Data Collection

A thorough data collection effort was conducted to identify transportation system characteristics, travel patterns, planned projects, and issues. Data collected includes: roadway attributes, geometry, operations, and features; pedestrian and bicycle facilities; railroad information; transit services and utilization; land use; aerial photography; population and employment characteristics; and environmental conditions. Existing plans and studies from jurisdictions within the study corridor were also collected. Field surveys and reviews supplemented data and information collection.

Overall, the transportation system data and information included in this report are summarized through narration, illustration and tabulation. Geographic Information Systems (GIS) and other mapping tools were used to present and summarize the data. Traffic volumes and travel patterns were evaluated and presented in tabular format, maps, and charts, as appropriate. Planned projects and desired conditions are summarized in a tabular fashion and depicted graphically.

The types of available and existing data collected for this effort can be generally grouped into the following categories:

- Socioeconomic and demographic
- Land use and development
- Roadway characteristics
- Traffic operations and usage
- Roadway safety
- Truck and rail freight
- Alternative modes (transit, bicycle, and pedestrian facilities)
- Transportation and land use plans
- Environmental resources

Table 2-1 summarizes the data collected along with data sources.

**Table 2-1:  
Data Sources**

<b>Category</b>	<b>Data/Information</b>	<b>Source</b>
Roadway	ARC 20-County travel demand model	<ul style="list-style-type: none"> <li>Atlanta Regional Commission (ARC)</li> </ul>
	Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP) Project Lists	<ul style="list-style-type: none"> <li>Atlanta Regional Commission (ARC)</li> </ul>
	Traffic Counts	<ul style="list-style-type: none"> <li>Georgia Department of Transportation (GDOT)</li> <li>Clayton County</li> </ul>
	Roadway Characteristics	<ul style="list-style-type: none"> <li>GDOT</li> <li>Field Survey</li> <li>Clayton County</li> </ul>
Safety	Historic Crash Data (2002-2005)	<ul style="list-style-type: none"> <li>GDOT</li> <li>Clayton County</li> </ul>
Transit	Utilization and Operations	<ul style="list-style-type: none"> <li>Clayton County Transit (C-TRAN)</li> <li>GRTA</li> </ul>
	Demographic and Socioeconomic Characteristics	<ul style="list-style-type: none"> <li>U.S. Census (2000)</li> <li>ARC</li> </ul>
Freight	Railroad Safety	<ul style="list-style-type: none"> <li>Federal Railroad Administration</li> </ul>
	Rail Usage and Volumes	<ul style="list-style-type: none"> <li>CSX Transportation and Norfolk-Southern Corporation</li> </ul>
Pedestrian/Bicycle	Facilities	<ul style="list-style-type: none"> <li>Field Survey</li> <li>GDOT</li> <li>Jurisdictions (County, Cities)</li> </ul>
Land Use/Development	Zoning and Land Use	<ul style="list-style-type: none"> <li>Jurisdictions (County, Cities)</li> </ul>
	New Developments	<ul style="list-style-type: none"> <li>ARC</li> <li>Jurisdictions (County, Cities)</li> </ul>
Market Characteristics	Socioeconomic and Demographic Characteristics	<ul style="list-style-type: none"> <li>U.S. Census</li> <li>ARC</li> </ul>
Environmental	Natural, Cultural, and Historic Features	<ul style="list-style-type: none"> <li>U.S. Department of the Interior</li> <li>U.S. Environmental Protection Agency</li> <li>U.S. Fish and Wildlife Service</li> <li>Georgia Department of Natural Resources</li> <li>Jurisdictions (County, Cities)</li> </ul>

## 3.0 Community Context

It is important to understand a community in order to successfully identify existing and future transportation needs. This section provides socioeconomic, demographic and land use characteristics, which begin to describe the context in which the transportation system operates.

### 3.1 Recent Findings, Trends and Issues

In 2004, Clayton County undertook an update of their comprehensive plan, which is required by the Georgia Planning Act and directed by regulations promulgated by the Georgia Department of Community Affairs (DCA). The comprehensive plan is multidisciplinary, covering land use, development, socioeconomics, community facilities, environment, and transportation. The transportation element of the comprehensive plan was reviewed to ensure plan consistency with the CTP process. In addition to a transportation inventory, the comprehensive plan includes identification of major needs, issues, and goals for transportation and other community elements.

The *Clayton County 2005-2025 Comprehensive Plan* indicates that the county's population has been growing rapidly over the past twenty years. Between 1980 and 2000, the county added a total of 86,155 new residents, an increase of 57 percent. The areas of the county with the most significant gains in population are the southern end (panhandle area) and the northeastern edge (Rex/Ellenwood area). The northwest area of the county lost population due, in part, to neighborhood buyouts related to the noise impacts of Hartsfield-Jackson Atlanta International Airport (HJIA). According to the U.S. Census Bureau, the year 2000 population of Clayton County was 236,517. The Census Bureau's estimate for 2006 was 271,240, reflecting a nearly 15 percent increase in just six years. From 2000 to 2030, the county's population is projected by the Atlanta Regional Commission (ARC) to increase by almost 27 percent, with employment increasing by over 24 percent between 2000 and 2030.

The county's increasing density is transforming it from a suburban enclave to an increasingly urbanized community that is faced with a number of challenges more often associated with cities. Population growth and increased density also necessitate additional infrastructure such as roads, water and sewer service and schools. Providing this infrastructure becomes more difficult as land is developed to provide housing for new residents. In the coming decades, the county must strive to establish a proportional mixture of residential and commercial and industrial land uses in order to maintain a tax base that can support growing public facility and service needs.

The *Comprehensive Plan* identified critical natural resources such as wetlands, streams, and floodplains throughout the county. Additionally, numerous potential infill development opportunities were identified, particularly in rapidly growing portions where public sewer is available.

### 3.2 Community Characteristics

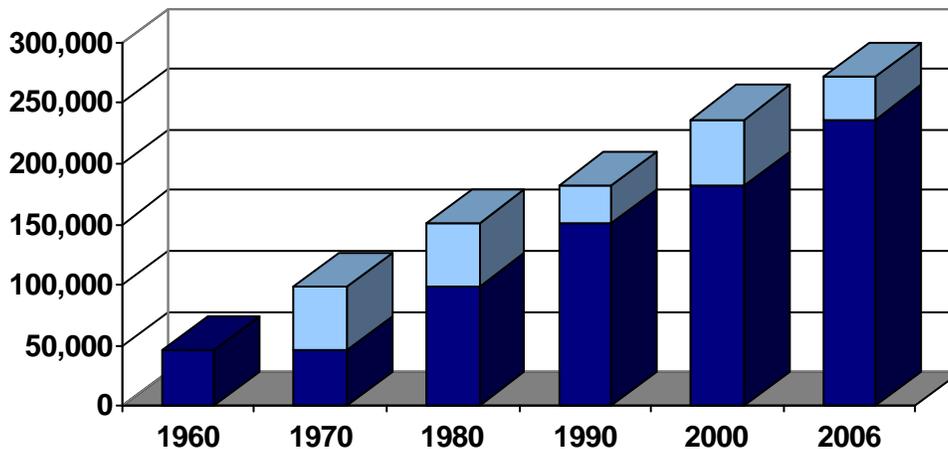
To identify potential transportation issues and needs, the context within which the transportation system operates must be considered. This includes examining the community characteristics such as socioeconomics and demographics as well as land use and development patterns. At a broad planning level perspective, as used for comprehensive transportation planning, a useful

source of community information is the decennial Census and the American Community Survey, undertaken by the U.S. Department of Commerce, Census Bureau. The following provides a planning context of major factors that impact the transportation system. In general, the discussion focuses on Clayton County as a whole, but city-level data is also included where applicable. It is important to note that the most currently available data has been collected. One data caveat is that much of the data released by the Census Bureau is based on a statistical sampling process, including all data on commute patterns and travel behavior. The source for economic data includes the Georgia Department of Labor and the ARC.

### 3.2.1 Population and Employment

One of the greatest determinants of transportation need is total population and population concentration or density. It is understood that in sparsely populated rural areas, transportation needs, based on demand, are generally less than those of highly populated urban areas. Figure 3-1 illustrates the growth trend for Clayton County since 1960. The lighter blue represents the change in population from the previous period. Although Clayton County is growing at a slower rate than some Atlanta exurban counties, it has faced a significant increase in population. According to the Census, between 1990 and 2006, the county's population increased by nearly 90,000 persons or 49 percent.

**Figure 3-1:  
Clayton County Population Growth, 1960 - 2006**



Source: U.S. Census

Table 3-1 shows recent growth trends for cities in Clayton County compared to the county, region and state. Riverdale has experienced the greatest total growth between 2000 and 2006, adding over 3,000 persons. Forest Park and Morrow have experienced slight growth, while Jonesboro, Lake City, and Lovejoy have remained relatively stable. Overall, the rate of growth in the county is less than the region but greater than the state.

**Table 3-1:  
Population Change 2000 to 2006**

<b>Geography</b>	<b>2000</b>	<b>2006</b>	<b>Total Change</b>	<b>Percent Change</b>
College Park*	20,382	20,533	151	<1%
Forest Park	21,447	22,080	633	3%
Jonesboro	3,829	3,898	69	2%
Lake City	2,886	2,751	-135	-5%
Lovejoy	2,495	2,465	-30	-1%
Morrow	4,882	5,395	513	10%
Riverdale	12,478	15,502	3,024	24%
Clayton County	236,517	271,240	34,723	15%
ARC MPO**	4,001,947	4,846,981	845,034	21%
Georgia	8,186,453	9,363,941	1,177,488	14%

Source: U.S. Census Bureau

Notes: \*Population in College Park includes portions in both Clayton and Fulton Counties. \*\*The ARC 18-County Metropolitan Planning Organization (MPO) includes the following counties: Barrow, Bartow, Cherokee, Clayton, Cobb, Coweta, DeKalb, Douglas, Fayette, Forsyth, Fulton, Gwinnett, Henry, Newton, Paulding, Rockdale, Spalding, and Walton.

Clayton County experienced steady growth in employment between 1990 and 2000, but there appears to be a slight decline in total employment between 2000 and 2005, as shown in Table 3-2. According to the Georgia Department of Labor, total employment in the county increased from 84,900 in 1990 to 108,750 in 2005, a rate of 28 percent. Employment has increased at a slower rate in the county than was found in either the region or state.

**Table 3-2:  
Total Employment 1990 to 2005**

<b>Geography</b>	<b>Total Employment</b>			<b>Change 1990 to 2005</b>	
	<b>1990</b>	<b>2000</b>	<b>2005</b>	<b>Total</b>	<b>Percent</b>
Clayton County	84,872	116,444	108,750	23,878	28%
ARC MPO	1,465,755	2,096,899	2,160,537	694,782	47%
Georgia	2,944,426	3,819,527	3,931,161	986,735	34%

Source: Georgia Department of Labor

Examining the population's labor force characteristics combined with total employment gives some indication of impact on area commute characteristics and potential transportation needs. Table 3-3 shows the jobs to workers balance for Clayton County between 1990 and 2005. By evaluating the ratio of jobs per worker, one can see how employment availability within an area can impact travel patterns. For 2005, the jobs to worker balance was 0.78, a decline since 1990. This data indicates that an increasing percentage of Clayton County's labor force likely travels outside of the county for work, since not enough jobs exist in the county for residents.

**Table 3-3:  
Employment to Labor Force Balance**

Year	Clayton County Labor Force*	Total County Employment	Jobs: Labor Force Ratio
1990	103,119	84,872	0.82
2000	126,782	116,444	0.92
2005	139,947	108,750	0.78

Source: Georgia Department of Labor

\*Yearly average of labor force participation

### 3.2.2 Population and Employment Distribution

Population and employment distribution has a major impact on potential transportation needs. In general, more transportation infrastructure is needed in areas with higher population and employment densities. Densities also can indicate whether an area can support certain transit modes.

The land area of Clayton County is approximately 143 square miles, which ranks it 17th in size out of the 18 counties in the ARC metropolitan planning organization (MPO). The county's total population in 2006 ranked it fifth among the ARC MPO counties, after Fulton, Gwinnett, DeKalb, and Cobb Counties. The population density in 2006 for the county was 2.97 persons per acre. This compares to a population density of 1.4 persons per acre in the region. The employment density for 2005 in Clayton County was 1.19 jobs per acre. Within the region, the employment density was 0.63 jobs per acre.

Some of the greatest population concentrations in the county are found within the incorporated cities. Nineteen percent of the county's total population is found within 16 percent of the land area. The overall population density within Clayton County's cities is 3.49 persons per acre. Riverdale has the greatest population density at 5.69 persons per acre, followed by Forest Park (3.68 persons per acre), Morrow (2.86 persons per acre), Lake City (2.37 persons per acre), Jonesboro (2.35 persons per acre) and Lovejoy (1.65 persons per acre).

Figures 3-2 and 3-3 show population and employment density by traffic analysis zone (TAZ), used in the ARC travel demand model. Geographically, the greatest population concentrations are found in the northern half of the county, particularly around the major travel corridors, including I-75, US 19/41, SR 138, SR 85, at US 23/SR 42 around Ellenwood, SR 139, and SR 314. Employment concentrations are also found in the northern half of the county, but employment distribution is more concentrated along the I-285 and I-75 corridors. Employment concentrations are found in the crescent southeast of HJAIA, and south of I-75 in a triangle formed by Riverdale, Morrow, and Jonesboro.

Figure 3-2:  
2005 Population Density per Acre by TAZ

Figure 3-3:  
2005 Employment Density per Acre by TAZ

### 3.2.3 Travel Patterns and Characteristics

Understanding how people travel, when they travel, and where they travel within an area aids in identifying existing and future needs. From a planning perspective, the data collected by the U.S. Census Bureau gives a glimpse into travel characteristics as it pertains to commute trips, which comprise the most frequent, predictable trip making that occurs on a daily basis. Between 1990 and 2000, the Census Bureau reported the number of commuters in Clayton County has grown from 95,000 to 119,000, an increase of 25 percent. Travel characteristics collected by the Census Bureau include means to work, how long it takes a commuter to travel to work, when a commuter leaves for work, and where they are working. The following presents an overview of 1990, 2000, and 2005 commute data for the county.

As shown in Table 3-4, most Clayton County residents are driving their vehicles alone to work, but a smaller proportion are driving alone than is found statewide. The percent of drivers who drove alone to work decreased nearly three percent between 1990 and 2005, while taking public transportation to work has increased. As compared to statewide trends, Clayton County has a larger proportion of commuters who use transit or carpool for commuting to work.

**Table 3-4:  
Means of Transportation to Work**

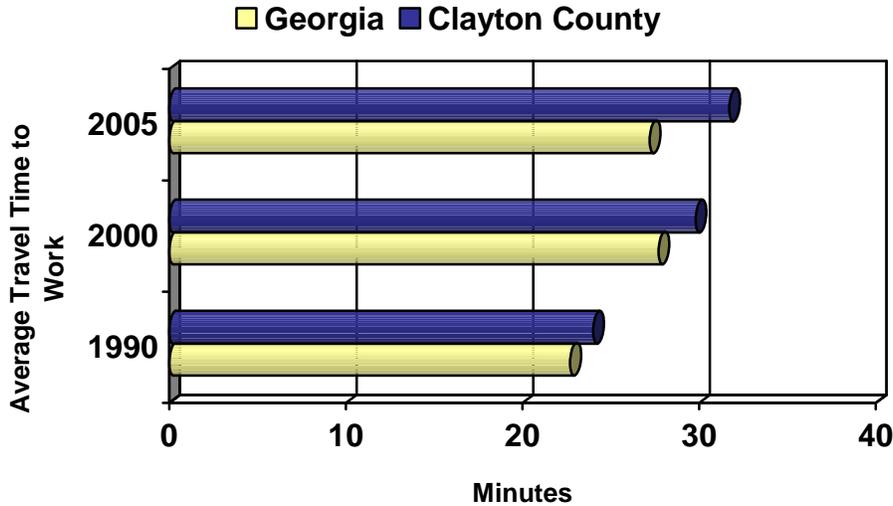
Means to Work for Workers Age 16+	1990		2000		2005	
	Georgia	Clayton County	Georgia	Clayton County	Georgia	Clayton County
Number of Workers Age 16+	3,106,393	96,042	3,832,803	112,580	4,098,555	121,678
Percent of Workers Who:						
Drove alone	76.6%	80.8%	77.5%	76.3%	80.0%	78.1%
Carpooled	15.1%	14.5%	14.5%	18.2%	11.3%	13.9%
Public transportation	2.8%	1.4%	2.3%	1.5%	2.4%	3.9%
Bicycle or Walk	2.5%	1.0%	1.9%	1.5%	1.5%	0.7%
Other means	1.0%	0.9%	1.0%	0.9%	1.2%	1.3%
Worked at home	2.1%	1.3%	2.8%	1.5%	3.6%	2.0%

Source: U.S. Census Bureau: 2000 Census Transportation Planning Package, 2005 American Community Survey

Note: Percentages may not add up to 100 percent, due to rounding.

Population growth and the subsequent increase in the number of commuters have greatly impacted the time it takes for Clayton County residents to get to work, as shown in Figure 3-4 and Table 3-5. In 2005, the average commute time for a Clayton County commuter was 31.7 minutes, compared to a statewide average of 27.2 minutes. This represents an increase of 7.7 minutes since 1990, when the average commute time was 24 minutes.

**Figure 3-4:  
Average Travel Time to Work: 1990-2005**



Source: U.S. Census Bureau: 2000 Census Transportation Planning Package, 2005 American Community Survey

Table 3-5 shows the change in average travel time by increment for county commuters as compared to statewide averages. What is most notable is the significant increase in the percent of commuters who experience travel times 45 or more minutes, which increased by 11 percentage points between 1990 and 2005, while the proportion of commuters traveling 30 minutes or less declined by 12 percentage points. In general, Clayton County commuters face longer average commute times than is found statewide.

**Table 3-5:  
Travel Time to Work**

Travel Time to Work	1990		2000		2005	
	Georgia	Clayton County	Georgia	Clayton County	Georgia	Clayton County
Number of Workers Age 16+ Who Commute	3,041,389	94,753	3,723,817	110,865	3,952,567	119,216
Percent of Workers Who Drove:						
Less than 10 Minutes	14.0%	9.3%	11.5%	6.7%	12.1%	7.9%
10 to 19 Minutes	33.1%	29.7%	29.4%	26.2%	27.7%	21.6%
20 to 29 Minutes	20.1%	24.0%	19.6%	20.5%	20.1%	21.4%
30 to 44 Minutes	19.9%	24.5%	20.9%	25.5%	21.5%	25.8%
45 or More Minutes	12.9%	12.5%	18.6%	21.1%	18.7%	23.3%

Source: U.S. Census Bureau: 2000 Census Transportation Planning Package, 2005 American Community Survey

It is likely that the increase in total commuters and increased traffic volumes in Clayton County have impacted when workers have to leave their residences to get to work. Generally,

commuters facing daily congestion begin to change their travel patterns in order to avoid travel delay due to congestion. These behavior changes are reflected by more commuters leaving before or after the perceived peak travel period, as shown in Table 3-6. In general, a greater proportion of Clayton County commuters leave for work at times other than the peak morning commute period of 7 to 9 am. Only one-third of commuters leave for work during that period.

**Table 3-6:  
Time Leaving for Work**

Time Leaving for Work	1990		2000		2005	
	Georgia	Clayton County	Georgia	Clayton County	Georgia	Clayton County
5 am to 6:59 am	25.5%	27.0%	27.6%	31.2%	28.2%	32.7%
7 am to 7:59 am	34.7%	33.8%	32.8%	28.2%	30.1%	24.5%
8 am to 8:59 am	16.9%	13.4%	15.6%	11.8%	16.6%	10.3%
9 am to 4:59 am	22.9%	25.8%	24.0%	28.8%	25.1%	32.5 %

Source: U.S. Census Bureau: 2000 Census Transportation Planning Package, 2005 American Community Survey

One of the greatest factors when considering transportation facility needs is understanding overall travel patterns. For transportation planning, one takes a macro-view of where trips begin and end, when those trips occur, and how many trips are occurring. In planning for transportation infrastructure, a highly desired trip end such as a major employment center normally requires a greater investment of infrastructure than a low density trip origin, such as a single family, large lot residential neighborhood. Tables 3-7 and 3-8 summarize commute trip patterns at the county level for 1990 and 2000.

**Table 3-7:  
Journey to Work: 1990 to 2000  
Commuting from Clayton County**

County Where Clayton Residents Work	1990		2000		Change 1990 to 2000	
	Total	Percent	Total	Percent	Total	Percent
Clayton	43,879	46%	42,924	38%	-955	-2%
Fulton	33,209	35%	40,271	36%	7,062	21%
DeKalb	8,411	9%	9,024	8%	613	7%
Cobb	2,388	2%	4,053	4%	1,665	70%
Henry	2,069	2%	4,413	4%	2,344	113%
Fayette	2,065	2%	3,760	3%	1,695	82%
Other	4,021	4%	8,135	7%	4,114	102%
Total	96,042	100%	112,580	100%	16,538	17%

Source: U.S. Census Bureau

**Table 3-8:  
Journey to Work: 1990 to 2000  
Commuting to Clayton County**

Where Persons Working in Clayton County Live	1990		2000		Change 1990 to 2000	
	Total	Percent	Total	Percent	Total	Percent
Clayton	43,879	43%	42,924	44%	-955	-2%
Fulton	13,803	13%	9,722	10%	-4,081	-30%
Fayette	8,119	8%	6,048	6%	-2,071	-26%
Henry	7,993	8%	13,541	14%	5,548	69%
DeKalb	7,657	7%	5,644	6%	-2,013	-26%
Cobb	6,087	6%	3,166	3%	-2,921	-48%
Other	15,597	15%	16,228	17%	631	4%
<b>Total</b>	<b>103,135</b>	<b>100%</b>	<b>97,273</b>	<b>100%</b>	<b>-5,862</b>	<b>-6%</b>

Source: U.S. Census Bureau

The most notable observation about Clayton County’s aggregate commute patterns was that 62 percent of the working population left the county to work each day in 2000. This was a considerable increase over 1990, when just over half of workers commuted outside of the county. The greatest work destination for Clayton County commuters is Fulton County, followed by DeKalb and Cobb Counties. The county which has experienced the greatest percent increase in commuters from Clayton County is Henry County, increasing by 113 percent. The number of Henry County commuters working in Clayton County has increased by 69 percent. Forty-four percent of those working in Clayton County lived in the county in 2000.

### 3.2.4 Transit Market Demographics

Reviewing population characteristics is helpful in transportation planning because it can provide a better understanding of potential needs of different population groups and identify groups who may be underserved by the existing transportation system. Particular groups that are usually identified as underserved are those persons who are more likely to need or use transit, such as low-income persons, minorities (non-white persons), youth, elderly, and households without vehicles.

Community characteristics also must be reviewed to identify through the planning process potential environmental justice (EJ) communities. Knowing who and where these communities are located is important for tailoring public outreach efforts to gain participation from EJ community representatives as well as considering benefits and burdens of potential projects on EJ populations. During the development of recommended projects, each project will be screened to determine if it could have a disproportionately high and adverse impact on low-income or non-white populations. Title VI, Executive Order 12898 and federal transportation legislation establish EJ requirements for federal agencies and federally funded programs. The three major principles of EJ are:

- Provide a full and fair participation by non-white and low-income communities;
- Avoid, minimize or mitigate disproportional impact to non-white and low-income communities; and

- Ensure that low-income and non-white citizens fully share in the benefits.

Table 3-9 provides a summary of demographic characteristics for the county and state for persons age 10 to 19, persons age 65 and older, persons living below poverty, and households lacking vehicles for 2005. In general, county has a larger proportion of youth than is found statewide, but it has a smaller proportions of elderly persons, persons living below poverty or households without vehicles. Figure 3-5 shows the distribution of low-income and non-white persons within the county.

**Table 3-9:  
Population and Household Characteristics - 2005**

Geography	Total		Percent of Population or Households			
	Population	Households	Persons Age 10 to 19	Persons Age 65+	Persons Living Below Poverty	Households w/No Vehicles Available
Clayton County	264,231	87,678	16.1%	6.3%	13.8%	5.9%
Georgia	8,821,142	3,320,278	14.2%	9.2%	14.4%	11.9%

Source: 2005 American Community Survey

Table 3-10 presents race and ethnicity for Clayton County and its cities for 2000. Overall, the county has a greater proportion of non-white persons than is found statewide. The greatest concentrations of non-white persons are found in Riverdale, followed by Forest Park, Morrow, and Lake City. Riverdale is the most ethnically diverse city, with a population comprised of 67 percent African American, 20 percent white, eight percent Asian, and five percent Hispanic or Latino persons.

**Table 3-10:  
Race and Ethnicity - 2000**

Geography	Non-White	One Race				Two or More Races	Hispanic or Latino
		White	African American	Asian	Other		
Forest Park	64.8%	45.1%	37.4%	6.0%	9.1%	2.4%	20.2%
Jonesboro	40.5%	62.6%	30.8%	0.7%	3.9%	1.9%	7.5%
Lake City	51.3%	51.9%	32.2%	9.7%	4.2%	1.9%	7.5%
Lovejoy	37.5%	64.1%	33.5%	0.6%	1.1%	0.7%	2.4%
Morrow	57.1%	44.4%	36.1%	12.9%	4.3%	2.3%	6.0%
Riverdale	81.6%	20.1%	67.4%	7.7%	2.7%	2.1%	4.8%
Clayton County	65.1%	37.9%	51.6%	4.5%	3.9%	2.1%	7.5%
Georgia	37.4%	65.1%	28.7%	2.1%	2.8%	1.4%	5.3%

Source: U.S. Census Bureau: 2000 U.S. Census

Figure 3-5:  
Environmental Justice Population Distribution

### 3.3 Land Use and Development Characteristics

The proportion of land use types and land use mix impacts transportation needs. For example, land use and development distribution is a very important consideration for transit services since feasibility and suitable service types are directly related to the pattern of trip origins (residential areas) and trip ends (commercial, institutional, industrial) as well as population and employment densities. Likewise, the need for roadway and multimodal infrastructure is linked to the type and intensity of land use. For example, in areas that are primarily agricultural or undeveloped, access to the land can often be provided by two-lane roadways. However, in mixed use areas, particularly those with residential and commercial uses, the need for expanded transportation infrastructure, including pedestrian, bicycle, and/or transit facilities becomes evident.

Now and in the future, it is critical that land use patterns are fostered that help conserve natural resources, provide access to multiple modes to reduce dependence on automobiles, alleviate traffic congestion, contribute to the character of the community, and adequately serve the needs of its citizens. It is equally important that transportation decisions are made with consideration of land use, as roadways not only provide accessibility, mobility and connectivity, but can shape development.

Because transportation systems and land use patterns influence each other, incorporating land use considerations into the transportation planning process early will result in better information for decision-makers, when considering where to make transportation investments and their effects on land use and economic development. The first step to integrating land use considerations into transportation is establishing a baseline of understanding of existing and future forecasted land use characteristics and development trends. The following section provides information on existing and anticipated future land use, as well as land use policies, priorities, and plans. This information will be integral in subsequent stages of developing a blueprint for transportation investment in Clayton County.

#### 3.3.1 Existing Land Use

Table 3-11 provides a summary of existing land use for unincorporated Clayton County, by category using 2005 ARC LandPro Data. The northern and western areas of the unincorporated county are characterized by predominantly suburban density single family home developments and limited pockets of multi-family and manufactured housing. Within the county as a whole, the dominant land use is medium-density residential, accounting for approximately 37 percent of the total land area. Low density and multi-family residential land use account each for five percent of the total land area. Residential land use, in total, within the County constitutes roughly 47 percent; commercial & office professional represents seven percent; and industrial uses constitute five percent of the total. The areas identified as industrial include the Hartsfield Jackson Atlanta International Airport located in the northwest corner of Clayton County.

Agricultural areas constitute a relatively small percentage of the land in Clayton County (four percent), with the largest percentage in the southern panhandle area. Open Space, however, comprises a significant percentage of the County's land use at about 20 percent. The distribution of existing land uses is illustrated in Figure 3-6.

**Table 3-11:  
Existing Land Use Distribution**

Land Use Category	Area (Acres)	Percent
Commercial	6,650	7%
Agricultural	3,451	4%
Industrial	4,639	5%
Institutional	7,290	8%
Open Space	18,869	20%
Residential Low	4,529	5%
Residential Medium	34,016	37%
Residential High	4,623	5%
TCU	4,294	5%
Wetlands	3,960	4%
<b>TOTAL Clayton County</b>	<b>92,322</b>	<b>100%</b>

Source: ARC LandPro Data 2005

### 3.3.2 Future Land Use

Planned future land use for Clayton County is summarized in Table 3-12 and illustrated in Figure 3-8. According to the *Clayton County Comprehensive Plan 2005-2025*, the dominant future land use will change from residential to mixed use development with 27 percent of the county's total acreage. A major increase is anticipated in other land use categories, especially the Parks/Recreation, Neighborhood Commercial and Conservation Residential categories, where the Comprehensive Plan forecasts indicate an over 800 percent increase between current and future forecasted conditions.

**Table 3-12:  
Future (2025) Land Use by Category – Clayton County**

Land Use Category	Area (Acres)	Percent
Conservation Residential	11,891	15%
Low Density Residential	2,874	4%
Medium Density Residential	1,561	2%
High Density Residential	2,470	3%
General Commercial	1,655	2%
Neighborhood Commercial	9,608	12%
Office/Business	3,343	4%
Mixed Use	21,038	27%
Light Industrial	4,219	5%
Heavy Industrial	315	1%
Public/Institutional	1,658	2%
Transportation/Utilities	1,841	2%
Parks/Recreation	9,017	12%
Lakes and Ponds	6,048	8%
<b>TOTAL Unincorporated Clayton Co.</b>	<b>77,539</b>	<b>100%</b>
<b>TOTAL Cities</b>	<b>14,963</b>	
<b>TOTAL Clayton County</b>	<b>92,503</b>	

Source: Clayton County Comprehensive Plan 2005-2025

Figure 3-6:  
Clayton County Existing Land Use

[Figure 3-7:](#)  
[Clayton County Future Land Use](#)

### 3.3.3 Land Use and Transportation

As part of Clayton County's local comprehensive planning efforts, the county sought to identify how Clayton County residents envision their community in 20 years. The county undertook a visioning process based on an assessment of the current and future community needs and based on public input. Through the visioning process the community identified the following priorities:

- Stabilization of single-family residential neighborhoods and the development of new, high quality and "executive" style single-family housing;
- Use of conservation subdivision ordinances to conserve open space and natural features;
- Development of new office and industrial parks to increase the county's tax base and provide local employment opportunities;
- Capitalizing on the economic development potential provided by HJAIA; and
- Minimization of the negative impacts of the airport on the immediate community.

Issues specific to land use/transportation were also identified through the comprehensive plan activities. These include:

- Hartsfield-Jackson Atlanta International Airport (HJAIA) - Clayton County's development pattern has been influenced by the continued expansion of HJAIA, such as conversion of residential property to commercial, office and industrial uses in areas adjacent to the airport and impacts of airport noise. On June 5, 2007, Clayton County put forth a resolution to create a Clayton County-Atlanta Airport Public Transportation District. A one-cent sales and use tax will be levied within the district for the purpose of funding transportation projects in and around the airport. The tax is expected to generate approximately three million dollars per year.
- Low Density Development - Past county policies and regulations promoted a proliferation of suburban-style, residential development. The county's zoning ordinance promoted the separation of land uses, with amendments that led to decreases in allowable densities and larger minimum square footage requirements for new residences. The low-density single-family subdivisions are typically located in areas distant from employment centers, shopping, and other destinations and are generally automobile dependent. This type of development has in turn served to reduce the economic feasibility of introducing alternative transportation options. In addition, a limited number of access points, roadway improvements/upgrades, and parallel facilities serving these new subdivisions have led to an increase in roadway congestion during morning and evening peak hours.
- Blighted Areas and Areas in Transition - The county has also identified blighted commercial developments and residential neighborhoods as an issue. It attributes residential blight to inadequate development standards and a lack of reporting of code enforcement violations. Older commercial corridors (Tara Boulevard-US 19/41 and Upper Riverdale Road) have seen an increased concentration of retail vacancy. There has also been a transition to marginal commercial uses, such as discount stores and pawn shops over time. Areas within the northeastern (Ellenwood/Rex area) and the southern portion of the county were identified as areas in transition.

- Development Pressures - Within northeast Clayton County, industrial and low-density residential land areas are experiencing pressure to develop into higher density residential. Previously undeveloped or agricultural land is rapidly being converted to suburban-density residential subdivisions in the southern portions of the county.
- Lack of Open Space - An area of concern in Clayton County's development pattern is the low percentage of land reserved for conservation and open space. Only five percent of the total land area is categorized as parks, recreation, and conservation, including wetlands. Clayton County created a *Greenspace Plan* and established a Greenspace Trust Board in September 2001. Since that time, the county has received grants from the state for purchase of greenspace and is seeking additional opportunities for obtaining and preserving open space.
- Infill Development - The few undeveloped or vacant areas within Clayton County are larger tracts in the southern and northeastern portions of the county. The *Comprehensive Plan* has recommended use of conservation subdivision development principles as a means to promote open space conservation in the panhandle area. It has further identified the Rex/Ellenwood Community as a prospective location for executive housing and lower density development (at two units per acre).

### 3.3.4 Development Policies

As part of the *Comprehensive Plan*, the county set forth a number of policies in the *Short Term Work Program* to provide guidance for future decisions regarding development applications, zoning regulations, subdivisions, development fees, and transportation facilities. A number of land use policies have relevance to transportation. These include:

- Pursue funding for streetscape improvements to enhance the visual quality of Clayton County's major roadways;
- Conduct redevelopment studies for declining or vacant strip shopping centers and "big-box" commercial structures;
- Establish redevelopment incentives for improving blighted shopping centers;
- Eliminate visual clutter along county roadways;
- Encourage intergovernmental coordination;
- Preserve and protect open/green space;
- Coordinate bicycle trail, parks, and recreation planning efforts to maximize the accessibility of parks and greenspace;
- Promulgate standards, programs, and actions that promote the creation of a multimodal transportation network which includes bicycle and pedestrian facilities; and
- Implement additional mitigation measures to address poor projected traffic levels of service (LOS).

Commercial-strip blight, incompatible land uses, rapid and uncontrolled development, lack of access management, and lack of transportation alternatives are just a few of the negative impacts of the growth and development that has taken place in Clayton County over the last decade. Current land use and development practices favor motor vehicle reliance; however, steps are being taken both locally and regionally to adopt policies and practices, regulations, codes, and standards that favor alternative modes. These practices include promoting higher density development, improving connectivity between adjoining parcels, and expanding alternative mode facilities.

Clayton County is undergoing a complete revision of its zoning ordinance and development regulations to promote consistency with the *Comprehensive Plan* and land use plan to better protect resources, maintain community character and promote sustainable economic development while balancing public and private needs.

### 3.3.5 Developments of Regional Impact (DRI)

Under the Georgia Planning Act, development projects that are of sufficient size to have an impact beyond a local government's jurisdiction are subject to review as Developments of Regional Impact (DRI). This review is intended to improve communication among governments on large scale developments and to provide a means of identifying and assessing potential impacts before conflicts relating to new developments arise. In order for a jurisdiction to maintain its Qualified Local Government (QLG) status and be eligible to receive certain state funding, a local government must submit every potential DRI under consideration for approval to the Regional Development Center (RDC) for review and comment. The RDC, with input from neighboring local governments, reviews projects and makes a recommendation on whether or not the local government should approve the development. After review is completed, the local government retains the authority to make the final decision on whether or not to approve the development.<sup>1</sup>

For Clayton County and its municipalities, the ARC and GRTA administer the Developments of Regional Impact (DRI) review process. To maintain its QLG status, a local government must submit every potential DRI it is considering to ARC for review and comment. After the review is completed, the local government retains authority to make the final decision on whether or not to approve the development

An inventory of DRIs was performed to identify potential transportation and related impacts of large-scale developments proposed in Clayton County. Table 3-13 presents a list of historical DRIs in the county. These developments are illustrated in Figure 3-9.

---

<sup>1</sup> Georgia Department of Community Affairs website, [www.dca.state.ga.us/nwga/trends/CompPlans.html](http://www.dca.state.ga.us/nwga/trends/CompPlans.html).

Table 3-13:  
Clayton County Completed DRI Projects

Figure 3-9:  
Planned Developments of Regional Impact (DRIs)

### 3.3.6 Development and Redevelopment Opportunities

There are several planned development and redevelopment opportunities that will drive economic growth and impact the transportation system in Clayton County over the next several years. These include:

#### ***Atlanta Tradeport***

The Atlanta Tradeport is a 260-acre, totally integrated, mixed-use domestic and international business complex. It has been designated as Atlanta's only general purpose Foreign Trade Zone. Foreign trade zones provide significant tax advantages to companies importing foreign goods, especially if used in the manufacturing process. Goods may be brought into the zones without formal custom entries, payment of duties, or excise taxes. Duties are paid only if items are shipped into the United States. Items held in the zones are also exempt from property taxation. Atlanta Tradeport is directly east of HJAIA and has direct access to the major highways, bordered by I-75 (west), I-285 (south) and U.S. 41 (east). It is the only development in Clayton County served by the MARTA, which links the center to the airport and extends throughout the Atlanta area. Railroad access (Norfolk Southern) is also available, which directly connects the Tradeport to the Savannah and Brunswick ports. A significant portion of the land in the Atlanta Tradeport has been developed in recent years, however expansion opportunities exist within the designated area and to the east in the Mountain View Redevelopment Area. Future redevelopment activities in the Atlanta Tradeport area are expected north of Grant Parkway to include office and hotel development adjacent to I-75. Commercial services such as banks and restaurants are anticipated near the Grant Parkway and relocated Old Dixie Highway intersection.

#### ***Atlanta State Farmer's Market***

The 146-acre Atlanta State Farmer's Market is the largest wholesale distribution hub for the Southeast and contributes over almost \$500 million in economic impact to the immediate community. It features a garden center, wholesale and retail activities, a restaurant, welcome center, and USDA Federal-State office. Plans are underway to expand the potential of the Farmer's Market as both a retail and tourism generator and as an international destination for agribusiness as part of a Livable Center Initiative (LCI) in the City of Forest Park. Highlights of the expansion plan include:

- Creation of a tax allocation district (TAD)
- Retail public market and improvements
- People mover to the airport
- Relocation of state agriculture offices and international focused federal offices for commodities and produce exchange with South America
- Atlanta to Macon commuter rail station
- Improvements to truck distribution flow and gateways
- Interstate 75 and 285 exits and state route access and intersection improvements and signage
- GRTA transit, bus and HOV improvements.

### ***Redevelopment of Fort Gillem***

Fort Gillem is a 1,500-acre Military Base east of the City of Forest Park. Fort Gillem is a logistical support hub for Fort McPherson and is currently home to 51 tenants including organizations from the Active Component, Reserve Component, Georgia Army National Guard, and other Department of Defense and federal agencies. The fort houses the Army's Atlanta Distribution Center, the equipment concentration site #43 for the 81st Army Reserve Command, and the Army's CID Criminal Investigation Laboratory.

Fort Gillem is being closed under the Base Realignment and Closure Act (BRAC) of 2005. As a result of BRAC, Fort Gillem is undergoing a community redevelopment planning process which will identify potential uses and infrastructure improvements for the almost 1,017 acres available for redevelopment.

### ***Gateway Village Project***

Gateway Village is a public-private partnership to develop 155 acres of land located within Morrow and Lake City between Clayton College and State University and Reynolds Nature Preserve. The project creates a community and university planned district with educational, governmental, commercial, and residential uses. The project includes office, housing, retail, and hotel/conference developments as well as the new location for the Southeastern Regional Headquarters for the National Archives and Records Administration and the Georgia State Archives. The development is within minutes of HJAIA and has access to three major interstate highways: I-85, I-75, I-285.

### ***Mountain View Redevelopment***

The Redevelopment Authority of Clayton County prepared a redevelopment plan for the Mountain View area in 1989 and updated it in 2003. This portion of unincorporated Clayton County is located directly east of the airport along the Aviation Boulevard axis. The plan includes the Atlanta Tradeport area as well as East Mountain View, much of which is under the ownership of the City of Atlanta following airport noise-related acquisition. Redevelopment plans for Mountain View call for a "community of commerce" surrounding the planned multi-modal Southern Crescent Transportation Service Center. The core area will be organized along Grant Parkway, extended into East Mountain View, and will include a mixture of office, service commercial, public and business park development. To the north and south of this mixed-use office and commercial area, districts of light industrial and business distribution uses are planned to meet area needs such as that for air cargo related facilities. It is also likely that the Mountain View area will meet some of the projected need for airport related parking following construction of the East International Terminal.

### ***Southern Crescent Transportation Station***

The proposed Southern Crescent Transportation Station (SCTS) is a multi-modal transit-oriented district (TOD) to be located immediately adjacent the Mountain View Redevelopment area (north of Forest Park) in the area of the intersection of C.W. Grant Parkway and Old Dixie Highway on approximately 20 acres with direct connections to HJAIA. Plans for the TOD include office, retail, hotel, and industrial and green space land uses. The SCTS is proposed to meet regional transportation needs through the integration of commuter rail, MARTA,

community buses, shuttles and taxis, with a direct connection to the new East International Terminal at HJAIA. Development is projected to occur across several phases, with each phase increasing the level of transportation service. 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 HJAIA International Terminal.

### ***Southside Hartsfield Redevelopment and Stabilization Plan***

This redevelopment plan was initiated as a joint effort of the Development Authorities of Clayton and Fulton Counties. It proposes the redevelopment of 3,400-acre area south of HJAIA as an important step towards shaping the future of metro Atlanta's Southside. The plan covers an area in Clayton and Fulton Counties between I-285 and Flat Shoals Road and that is bounded by I-85 and the Old National Highway corridor to the west, and to the east a line running north from the intersection of Flat Shoals Road and Riverdale Road to I-285. The plan encourages redevelopment in the northern portion of the area while supporting neighborhood stabilization in the southern portion. A higher intensity of land use is recommended near I-285 with a mixture of commercial, office, business and distribution development. Land use intensity decreases and transitions from commercial to higher density residential (multi-family, mixed-use) to lower density residential (single-family) neighborhoods.

### ***Upper Riverdale Road Corridor Redevelopment (Riverwalk)***

Clayton County, the Development Authority of Clayton County, and the Southern Regional Medical Center (SRMC) have prepared a redevelopment plan for the Upper Riverdale Road corridor. The plan for a community hospital district includes a SRMC Campus Village with neighboring parcels redeveloped to create a mix of office/professional and residential development. The plan also calls for significant improvements to Upper Riverdale Road and upgrading of that roadway into a parkway. The project has been named "Riverwalk" due to its proximity to the Flint River. The Riverwalk plans consider the Flint River and its floodplains and wetlands as a regional asset and propose the development of a boardwalk skirting its edges and penetrating the floodplain at various locations including a series of open spaces and educational exhibits focused on wetlands ecology and preservation.

The information on existing and anticipated future land use characteristics, policies, issues priorities, planned developments, and development opportunities described in this section will be integral to the subsequent stages of developing a blueprint for transportation investment in Clayton County.

## 4.0 Environmental Conditions

An environmental conditions assessment was undertaken as an essential first step in compliance with the National Environmental Policy Act (NEPA). NEPA is the nation's policy for the protection of the environment, which includes the human environment and natural environment. The law applies to federal agencies and the programs they fund. Essentially, it requires, that prior to taking any "major" or "significant" action, a federal agency must consider the environmental impacts of that action. In practice, a project is required to meet NEPA guidelines when a federal agency provides any portion of the financing for a project. Regulations for how Section 102(2) is implemented by federal agencies are provided in 40 CFR 1500.

Transportation projects are required to meet NEPA guidelines when either a federal agency has jurisdiction over the proposed project or when the proposed project is federally funded in whole or part. In order to meet NEPA guidelines, it is necessary to complete an environmental screening and provide documentation that identifies environmental resources and assesses the impact the transportation project would have on the resources. It is important to note that all environmental screening and documentation required by NEPA must be completed before the proposed project is let for construction.

### 4.1 Regulatory Compliance

#### 4.1.1 Streams, Wetlands, and Lakes

Jurisdictional Waters of the U.S. are defined by 33 CFR Section 328.3(b) and are protected by Section 404 of the Clean Water Act (33 USC 1344), which is administered and enforced by the U.S. Army Corps of Engineers (ACOE). Section 404 of the Clean Water Act establishes a program regulating the discharge of dredged and fill material into Jurisdictional Waters of the U.S., including wetlands. Activities in Jurisdictional Waters of the U.S. regulated under this program include fills for development, water resource projects (such as dams and levees), infrastructure development (such as highways and airports), and conversion of wetlands to uplands for farming and forestry. An ACOE permit would be required for structures or work in, or affecting, Jurisdictional Waters of the U.S. The term "individual permit" means an ACOE authorization that is issued following a case-by-case evaluation of a specific structure or work in accordance with the procedures of this regulation and 33 CFR Part 325, and a determination that the proposed structure or work is in the public interest pursuant to 33 CFR Part 320. The term "general permit" means an ACOE authorization that is issued on a nationwide or regional basis for a category or categories of activities when: 1) those activities are substantially similar in nature and cause only minimal individual and cumulative environmental impacts; or 2) the general permit would result in avoiding unnecessary duplication of the regulatory control exercised by another federal, state, or local agency provided it has been determined that the environmental consequences of the action are individually and cumulatively minimal. (See 33 CFR Part 325.2(e) and 33 CFR Part 330.)

The term "303(d) list" is short for the list of impaired waters (stream segments, lakes) that the Clean Water Act requires all states to submit for EPA approval every two years (even-numbered years). The states identify all waters where required pollution controls are not sufficient to attain or maintain applicable water quality standards and rank the waters taking into account the uses of the water and severity of the pollution problem. Beaverdam Creek, Flint River, the Flint River

Tributary in College Park, Hurricane Creek, Conley Creek, East Jesters Creek, and Mud Creek, all located within the study area, are 303(d) listed waterbodies due to excess levels of pathogens. Activities which may affect these listed waterbodies may have to implement more stringent pollution and erosion and sedimentation plans.

The state of Georgia requires that a minimum 25-foot stream buffer must be maintained on all state waters. Local stream buffer ordinances also apply and may increase the State's required minimum buffer width. Clayton County requires a 25 to 100-foot buffer. This ordinance limits or prohibits land-disturbing activity within stream buffers unless a variance application is approved.

#### **4.1.2 Cultural Resources**

Cultural resources listed in the National Register of Historic Places (NRHP) and the Georgia Register of Historic Places (GRHP) as well as other archaeological and historic resources not on these lists, public parks and recreation areas, religious properties and cemeteries, museums and archives, performing arts centers and concert halls, and historical markers are all considered part of the cultural environment for the purposes of this screening. Cultural resources must be identified and evaluated in compliance with NEPA.

The National Historic Preservation Act (NHPA) promotes and encourages the preservation of prehistoric and historic resources. An historic resource/property is a prehistoric or historic district, site, building, structure, or object, included in, or eligible for the NRHP. Section 106 of the Act requires that all agencies of the federal government, with direct or indirect jurisdiction over a proposed federal or federally assisted undertaking, take into account the potential of the proposed undertaking to cause effect to historically significant resources. Regulations for carrying out Section 106 and compliance with NHPA are provided in 36 CFR 800. In compliance with NEPA, any action with the potential to affect eligible archaeological or historic sites, and sites of indeterminate eligibility status, must be visited by a qualified archaeologist and/or historian prior to any action in order to assess their status.

Section 4(f) is codified in 49 U.S.C. 303 and 23 U.S.C. 138. Section 4(f) requires the consideration of recreational lands, wildlife and waterfowl refuges, and historic and archaeological resources in transportation and transit project development. The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) implement the law through regulations in 23 CFR 771.135. Section 4(f) applies in all instances when a proposed undertaking is funded or requires approval by an agency of the U.S. DOT, including FHWA. Section 4(f) evaluation is required when it is determined that a transportation or transit project poses the "use" or "constructive use" of a protected resource.

## **4.2 Methodologies**

### **4.2.1 Streams, Wetlands, and Lakes**

An assessment of streams, wetlands, and lakes present within the corridor study area was performed using databases found on the Georgia GIS Clearinghouse, originating from the GDOT statewide DLG-F Polygonal Hydrography dataset, ARC's GIS Division, and Information Technology Outreach Services, University of Georgia's National Wetland Inventory (NWI). No field verification was conducted for this screening.

## 4.2.2 Cultural Resources

### 4.2.2.1 Historic and Archaeological Resources

Initial research for historic and archaeological resources began with queries to Georgia's Natural, Archaeological, and Historic Resources GIS (NAHRGIS). NAHRGIS is an interactive web-based registry and GIS designed to catalog information about the natural, archaeological, and historic resources of Georgia. In the NAHRGIS system, data concerning archaeological resources comes from the Georgia Archaeological Site File. For historic resources, additional research was necessary to identify sites considered potentially eligible for the NRHP; therefore, a comprehensive file search at the State Historic Preservation Office (SHPO) was conducted for the purpose of this report. The data used to identify resources potentially eligible for listing in the NRHP came from the *1977 Clayton County Survey* deposited at the SHPO, the identified sites files, and the *Georgia Historic Bridge Survey*, both maintained by the SHPO.

This assessment discusses only those historic resources that are either currently listed in or considered eligible for listing in the NRHP. All known archaeological sites have been included except those expressly listed as ineligible for the NRHP. Ineligible archaeological sites have not been included because they are considered to have no significant research potential and, thus, do not merit preservation or additional study. No field verification was conducted for this study.

### 4.2.2.2 Parks and Recreation Areas

The data used to identify public parks and recreation areas within the study area originated from the Georgia GIS Clearinghouse. Additionally, information was gathered from the Clayton County Parks and Recreation website. Park and recreation websites of major cities within the study area were also reviewed, including Jonesboro, Forest Park, and Morrow. No information was available for Lake City, Lovejoy, or Riverdale. No field verification was conducted for this screening.

### 4.2.2.3 Religious Properties and Cemeteries

The data used for identifying religious properties and cemeteries within the study area was obtained from the U.S. Geographic Names Information System, an automated inventory of the proper names and locations of physical and cultural geographic features located throughout the United States and its territories. Some cemeteries were also identified through NAHRGIS. No field verification was conducted for this screening.

### 4.2.2.4 Significant Cultural Sites

The data used to identify significant cultural sites within the study area was obtained from the Clayton County Convention and Visitors Bureau website.

### 4.2.2.5 Historic Markers

The data used to identify Georgia historical markers within the Clayton County study area was obtained from ARC. The data received from the ARC was combined and cross-referenced with data supplied by the Carl Vinson Institute at the University of Georgia's website, where a comprehensive list of markers is maintained.

### 4.3 Findings

#### 4.3.1 Streams, Wetlands, and Lakes

Thirty-six lakes or ponds and 18 named streams are located within the Clayton County study area. High concentrations of wetlands are located within the screening area, mostly associated with rivers and streams. The highest concentration of wetlands occurs within the eastern and central portions of the county. A detailed list of water resources, including the name of the respective open waters or stream, is shown in Table 4-1 and illustrated in Figure 4-1.

**Table 4-1:  
Clayton County Name Lakes and Streams**

Arrowhead Lake	Forest Lake	Mundys Mill Pond
Ballard Pond	Hall Lake	North Pond
Beaver Lake	Harbins Lake	Panther Creek
Beaverdam Creek	Hatcher Lake	Pates Creek
Big Cotton Indian Creek	Howell Lake	Reeves Creek
Brice Lake	Hurricane Creek	Rock Hill Lake
Bunyon Lake	Indian Lake	Rum Creek
Camp Calvin Lake	Jackson Lake	Schinder Lake
Camp Creek	Jester Creek	Shamrock Lake
Camp Orr Lake	Joy Lake	Shellnut Lake
Cater Creek	Lake Louise	Shoal Creek
Clayton Junior College Lake	Lake Murray	Stephens Lake
Club Lake	Lake Spivey	Sunset Hills Lake
Conley Creek	Lake Tara	Swamp Creek
Crystal Lake	Lake Twelve Oaks	Upton Creek
Drakes Lake	Line Creek	Vaughn Branch
Drakes Landing Lake	Marchman Lake	Wall Lake
Flint River	Mud Creek	Walnut Creek

#### 4.3.2 Cultural Resources

##### 4.3.2.1 Historic and Archaeological Resources Listed in the NRHP

There are four historic sites and one archaeological site listed on the NRHP within the study area: the Crawford-Dorsey House and Cemetery, the Jonesboro Historic District, Rex Mill, the Orr House/Stately Oaks, and the Orkin Early Quartz Site. The Crawford-Dorsey House is considered significant in the areas of architecture, military history, and local history. The Crawford-Dorsey House and Cemetery, a Plantation-Plain house constructed in the 1820's and 1850's, consists of a large antebellum house, a historic well shed and well, a historic stone food storage shelter, and a nearby historic family cemetery.

The Jonesboro Historic District is considered significant in the areas of agriculture, art, commerce, communication, education, engineering, industry, landscape architecture, literature, military, politics, social and humanitarian history, theater, transportation, and historic architecture. The Jonesboro Historic District is located in downtown Jonesboro, Georgia on SR 54 and SR 3. The resources located within the Jonesboro Historic District include 13 buildings, one structure, and two sites and are being used for residential, commercial, transportation, governmental and public, and funerary purposes.

[Figure 4-1:](#)  
[Clayton County Jurisdictional Waters of the U.S.](#)

Rex Mill is significant in the areas of architecture, industry, and history. The Rex Mill is a one and one-half story frame structure that was utilized as a grist mill beginning in the early to middle nineteenth century.

The Orr House/Stately Oaks, constructed in 1840, is significant in the areas of agriculture, art, education, landscape architecture, military history, and historic architecture. The Orr House/Stately Oaks is a Georgian House, a house plan used widely throughout the state during the antebellum period. The property consists of the main house and an unattached kitchen.

The Orkin Early Quartz Site is a domestic village site significant for its information potential relating to the prehistoric Late Woodland and Archaic cultures.

#### **4.3.2.2 Properties Identified as Potentially Eligible for the NRHP**

Six NRHP-eligible historic resources and 197 resources of unknown eligibility status were identified within the Clayton County study area. The six NRHP-eligible historic resources are Bridge Number 063-00086-0 on Rex Road over Little Cotton Indian Creek; 748 Main Street in Riverdale; the Stephen Randolph Adams House, located at 590 Valley Hill Road also in Riverdale; the Lovejoy Historic District; the Rex Historic District; and the Pittard House located at 3811 Rex Circle in Rex.

Bridge Number 063-00086-0 on Rex Road over Little Cotton Indian Creek, constructed in 1932, is a 95-foot long riveted Parker Pony truss steel bridge and is a complete unaltered example of its type and design and is located in an historic setting.

The building at 748 Main Street in Riverdale was constructed in the late 1890s and originally housed the Riverdale Academy. The property is a two-story school building and is historically significant in the areas of commerce, education, and industry. Throughout its history it has also housed a cotton warehouse and the Bank of Riverdale from 1905-1907; the Oil & Fertilizer Company, from 1907-1928; the Federal Land Bank of Riverdale from 1937-1950s; and in the 1950s the Browns Bargain Warehouse. The Stephen Randolph Adams House, located at 590 Valley Hill Road in Riverdale, is a Georgian Cottage type house constructed circa 1901.

The Lovejoy Historic District, located on Lovejoy Road, is bounded by East Lovejoy Road to the north and Talmadge Road to the south. The majority of the buildings within the neighborhood are small one-story brick commercial buildings. A minimal number of residential properties constructed during the early twentieth century are also present.

The Rex Historic District is located on Rex Road and Rex Circle and bounded by Park Road to the east and Homestead Road to the west. The neighborhood was constructed in the early twentieth century. The resources within the neighborhood include a mercantile commercial building, the railroad, a bridge, a dam, two mills, and a row of historic commercial buildings.

The Pittard House, constructed circa 1922, is a New South Cottage house located at 3811 Rex Circle.

Fourteen NRHP-eligible archaeological sites and 91 archaeological sites of unknown eligibility status were identified within the Clayton County study area. A detailed list of the NRHP-eligible archaeological sites is provided in Table 4-2. Historic and archaeological resources listed in the NRHP and potentially eligible for the NRHP are illustrated in Figure 4-2.

**Table 4-2:  
NRHP-Eligible Archaeological Sites**

<b>Site Name</b>	<b>Location Coordinates*</b>
9CN11	(UTM 16) 748860 E, 3704660 N
9CN65: Walker 1	(UTM 16) 742584 E, 3697627 N
9CN70: Hill Family Cemetery	(UTM 16) 743605 E, 3697492 N
9CN73: Hartsfield 8	(UTM 16) 736930 E, 3723200 N
9CN74: Hartsfield 1	(UTM 16) 737140 E, 3722960 N
9CN78: Chambers Mill/Jesters Old Mill	(UTM 16) 744465 E, 3714480 N
9CN111: Flat Rock Cemetery	(UTM 16) 737792 E, 3723510 N
9CN113	(UTM 16) 742950 E, 3697850 N
9CN114	(UTM 16) 743599 E, 3697204 N
9CN116	(UTM 16) 743300 E, 3697491 N
9CN119	(UTM 16) 742800 E, 3697420 N
9CN121	(UTM 16) 749487 E, 3704269 N
9CN163	(UTM 16) 749944 E, 3704442 N
9CN171	(UTM 16) 745755 E, 3713396 N

\* Universal Transverse Mercator Coordinate System (UTM)

#### 4.3.2.3 Historic Markers

Forty-six historic markers are located within the study area. A detailed list, including the name of the marker, individual identification number, and location, is provided in Table 4-3 and also illustrated in Figure 4-2.

[Figure 4-2:](#)  
[Clayton County Historic Sites and Markers](#)

**Table 4-3:  
Georgia Historic Markers**

<b>Name</b>	<b>Identification Number*</b>	<b>Location</b>
Old Stagecoach Road	GHM 031-1	Stagecoach Road and Panola Road, Ellenwood
Rough and Ready Tavern	GHM 031-2	US 41/SR 3, Mountain View
The Warren House	GHM 031-3	GA 54 at Mimosa Drive, Northeast Jonesboro
Jonesboro Threatened	GHM 031-4	US 41/SR 3, Mountain View
Rough and Ready	GHM 031-5	US 41/SR 3, Mountain View
Transfer Point	GHM 031-6	US 41/SR 3, Mountain View
Clayton County	GHM 031-7A	Old Courthouse, Jonesboro
The Extended Line	GHM 031-7B	Lee's Mill Road, Southeast of West Lee's Mill Road
The March to Jonesboro	GHM 031-8	SR 3 and SR 54, Forest Park
General S. D. Lee's Corps	GHM 031-9	SR 54 at Battle Creek Road, North of Jonesboro
Hardee's Detour	GHM 031-10	Battle Creek Road, North of Jonesboro
Two Days of Battle at Jonesboro	GHM 031-11	Confederate Cemetery, East of SR 54 in (north) Jonesboro
March and Counter-March	GHM 031-12	US 23 at Fielder Road, about ½ mile north of I-675 Junction
Lee's Corps Withdrawn	GHM 031-13	Main Street, North of the old Depot, Jonesboro
Diverted Attack	GHM 031-14	Fayetteville Road at West Mill Road, West Edge of Jonesboro
Attack by Lee's Corps	GHM 031-15	Fayetteville Road at North Avenue, Jonesboro
Renfro's Plantation	GHM 031-16	SR 85 at SR 138, South of Riverdale
Site of the Couch House	GHM 031-17	SR 139 (Church Street), between King and Adams Streets, Jonesboro
Thames House	GHM 031-18	Clark Howell Road, West of SR 85
Georgia Militia at Lovejoy Plantation	GHM 031-19	US 41, Just Below Talmadge Road, Lovejoy
The March to the Sea	GHM 031-20	North Side of SR 54 at 1-75 Interchange, Morrow
The March to the Sea	GHM 031-21	US 41 at SR138 Spur, Jonesboro
Cavalry Action at Lovejoy's Station	GHM 031-22	US 41 at Hastings
Site of McPeak House	GHM 031-23	SR 54, ¼ mile south of Battle Creek Road, Northeast of Jonesboro
Battle of Jonesboro: The Second Day	GHM 031-24	SR 54, Just North of Warren House, Jonesboro
Hardee's Corps at Jonesboro	GHM 031-25	East side of SR 54, East of the Warren House, Jonesboro
Battle of Jonesboro: The First Day	GHM 031-26	North Avenue, Just West of US 41, West of Jonesboro
Battlefield Landmark	GHM 031-27	West Side of US 41, between Robert E Lee Parkway and Dixon Road
Cleburne's Division at Flint River Bridge	GHM 031-28	Flint River Road at Roberts Road, Just East of Flint River
14th A.C. Troops at the Evans Farm	GHM 031-29	Old Fayetteville Road at Church Street, Riverdale
Baird's Division, 14th A.C.	GHM 031-30	SR 139 and Flat Shoals Road, 2 Miles North of Riverdale

**Table 4-3:  
Georgia Historic Markers**

<b>Name</b>	<b>Identification Number*</b>	<b>Location</b>
The Marcus Long Crossroads	GHM 031-31	Intersection of SR 139 and Flat Shoals Road, 2 Miles North of Riverdale
Site of the Marcus Long House	GHM 031-32	Intersection of SR 139 and Flat Shoals Road, 2 Miles North of Riverdale
Site of the Mann House	GHM 031-33	Flat Shoals Road, East of SR 139
Site of Shoal Creek Church	GHM 031-34	Northeast of the Intersection of Flat Shoals Road and Fayetteville Road
14th A.C. at Shoals Creek Church	GHM 031-35	Northeast of the Intersection of Flat Shoals Road and Fayetteville Road
Morrow, Georgia	GHM 031-36	In Front of Morrow City Hall, SR 54, Morrow
Hood Avenue	GHM 031-AGD-1^	Hood Avenue at Murray Drive, Near Iverson Gate, Fort Gillem
Hood Avenue	GHM 031-AGD-1	Hood Avenue, Near Iverson Gate, Fort Gillem
Hardee Hall	GHM 031-AGD-2	Hood Avenue, in Front of the Officers Club, Fort Gillem
Iverson Gate	GHM 031-AGD-3	Just Inside the Gate, from SR 54, Fort Gillem
Wheeler Drive	GHM 031-AGD-4	Wheeler Drive, in the Triangle at Hood Avenue, Fort Gillem
McIntosh Gate	GHM 031-AGD-5	Just Inside the Gate, off US 23, Fort Gillem
Flankers Road	GHM 031-AGD-6	Security Checkpoint on Hood Avenue, Fort Gillem
Holland Hall	GHM 031-AGD-	Front Wall of the Headquarters Building, on Wheeler Drive, Fort Gillem
Heritage Place	1981	On the West Side of the Railroad, at North McDonough and SR 138, Jonesboro

\* 031 Indicates Clayton County, the second number indicates the total number of GHM markers in the county as of that marker

^ AGD is the abbreviation for U.S. Army's Atlanta General Depot (now Fort Gillem). Any marker on Fort Gillem has this abbreviation in its identification number

#### **4.3.2.4 Parks and Recreation Areas**

Fifty-five county and city parks and recreation areas are located within the study area. No national or state park or recreation area is located within the study area. A list of county and city parks and recreation areas is included in Table 4-4 and shown in Figure 4-3.

#### **4.3.2.5 Religious Properties and Cemeteries**

Two hundred twelve religious properties and 38 cemeteries were identified within the study area.

Figure 4-3:  
Clayton County Parks and Recreation Areas

**Table 4-4:  
Parks and Recreation Areas**

<b>Name</b>	<b>Location</b>
Aging Division	(UTM 16) 744971 E, 3715821 N
Ash Street – Georgia Avenue Park	(UTM 16) 744637 E, 3722950 N
Battlefield Park	(UTM 16) 746525 E, 3711456 N
Bill Lee Park	(UTM 16) 744205 E, 3723417 N
Carl Rhodenizer Recreation Center	(UTM 16) 752685 E, 3720086 N
Charles Sorrow Park	(UTM 16) 746833 E, 3720243 N
Clayton County International Park	(UTM 16) 749551 E, 3713116 N
Conley Park	(UTM 16) 747159 E, 3725889 N
Flat Shoals Park	(UTM 16) 736368 E, 3719556 N
Forest Park City Park	(UTM 16) 744426 E, 3722959 N
Forest Park City Recreation Center	(UTM 16) 744603 E, 3723086 N
Frank Bailey Senior Center	(UTM 16) 739205 E, 3719404 N
Frost and Thelma Ward Park	(UTM 16) 747548 E, 3718436 N
Gerald A. Matthew Complex	(UTM 16) 748521 E, 3704140 N
Grant Road Park	(UTM 16) 750433 E, 3725649 N
Harper Drive Park	(UTM 16) 747524 E, 3721045 N
Hendrix Drive Elementary School Park	(UTM 16) 743618 E, 3724588 N
Historical Battleground Park	(UTM 16) 751678 E, 3705049 N
Independence Park	(UTM 16) 741073 E, 3711001 N
Jester’s Creek Park and Walking Trail	(UTM 16) 744677 E, 3714980 N
Jim and Peggy Millirons Park	(UTM 16) 746554 E, 3719122 N
Jim Huie Recreational Center/Riverdale Recreational Center	(UTM 16) 745564 E, 3710855 N
J.L. Christian Park	(UTM 16) 745850 E, 3719283 N
John Robert Park	(UTM 16) 746552 E, 3718830 N
Jonesboro Recreation Center	(UTM 16) 746026 E, 3711536 N
J.W. Arnold Park	(UTM 16) 746145 E, 3713072 N
Key Street Park	(UTM 16) 746000 E, 3711794 N
Lake City Park	(UTM 16) 745163 E, 3721796 N
Lee Street Park	(UTM 16) 745389 E, 3712419 N
Lovejoy Park	(UTM 16) 747894 E, 3703908 N
Maddox Road Community Room	(UTM 16) 749684 E, 3717978 N
Maddox Road Park	(UTM 16) 749555 E, 3718137 N
Massengale Park	(UTM 16) 745356 E, 3713352 N
Milton Daniel Park	(UTM 16) 746793 E, 3719475 N
Morrow Lake City Park	(UTM 16) 747228 E, 3721343 N
Newman Wetlands Center	(UTM 16) 750443 E, 3706716 N
Panhandle Park	(UTM 16) 346846 E, 3705243 N
Paradise Park	(UTM 16) 748546 E, 3721688 N
Parker E. Duffey Memorial Park	(UTM 16) 747545 E, 3718254 N
Perkins – West Avenue Park	(UTM 16) 743836 E, 3722507 N
Pine Circle Park	(UTM 16) 749832 E, 3724165 N
Rex Park	(UTM 16) 752730 E, 3719742 N
Reynolds Nature Preserve	(UTM 16) 746091 E, 3720787 N
Riverdale Park	(UTM 16) 739694 E, 3716168 N
Rum Creek Park	(UTM 16) 746434 E, 3713764 N
Shirley and Wendall Watterson Park	(UTM 16) 747962 E, 3719117 N
Sigma Chi Memorial	(UTM 16) 747918 E, 3705750 N

**Table 4-4:  
Parks and Recreation Areas**

<b>Name</b>	<b>Location</b>
Southside Park	(UTM 16) 736647 E, 3723339 N
Starr Park	(UTM 16) 744295 E, 3722854 N
Tar Creek Mini Park	(UTM 16) 749184 E, 3720443 N
Tara Stadium	(UTM 16) 745392 E, 3715738 N
Tenneco Park	(UTM 16) 736067 E, 3725897 N
Trevor D. Wilson Park	(UTM 16) 739846 E, 3716186 N
Virginia Gray Recreation Center	(UTM 16) 737811 E, 3719642 N
Wilma W. Shelnett Senior Adult Center/Therapeutics	(UTM 16) 744764 E, 3715914 N

\* Universal Transverse Mercator Coordinate System (UTM)

#### **4.3.2.6 Significant Cultural Sites**

Nine significant cultural sites were identified within the Clayton County study area and are shown in Figure 4-4. These sites are the Jonesboro Depot Welcome Center and Museum and Road to Tara Museum, the Orr House/Stately Oaks Museum, the Old Jail History Center, the Landmarks Through History Trolley Tour, the Drive-Up Antique Funeral Museum and Margaret Mitchell Playhouse, the Georgia State Archives, the National Archives Southeastern Division, the Clayton County Performing Arts Center, Spivey Hall at Clayton State University, and Arts Clayton.

The Jonesboro Depot Welcome Center and Museum and Road to Tara Museum are located at 104 North Main Street in Jonesboro, Georgia. The Welcome Center is the place in Clayton County to obtain information, maps, and event calendars. The Road to Tara Museum features movie and book memorabilia from Margaret Mitchell's *Gone with the Wind*. The Orr House/Stately Oaks, an antebellum house located at 100 Carriage Lane in Jonesboro, is the home of Historical Jonesboro and is open for tours daily. The Old Jail History Center, located at 125 King Street in Jonesboro, was constructed in 1869 and is home to the Clayton County History Museum. The Landmarks Through History Trolley Tour allows visitors to see the Welcome Center, the Orr House/Stately Oaks, and the Old Jail History Center and runs Monday through Saturday. The Drive-Up Antique Funeral Museum and Margaret Mitchell Playhouse, located at 168 McDonough Street in Jonesboro, displays funerary relics from the 1860s to the 1900s and is open 24 hours a day.

The Georgia State Archives, located at 5800 Jonesboro Road in Morrow, identifies and preserves the state's most valuable historic documents dating from 1732. The National Archives Southeastern Division, located at 5780 Jonesboro Road in Morrow, houses historical records from Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, South Carolina, and Tennessee dating from 1716 to the 1980s. The Clayton County Performing Arts Center, located at 2530 Mt. Zion Parkway in Jonesboro, features local and famous entertainers in its Ernest L. Stroud Hall. Spivey Hall at Clayton State University was built in 1991 and is known as the "Carnegie Hall of the South." Spivey Hall has a world renowned yearly concert series, the Spivey Hall Children's Choir and the Spivey Hall Young Artists, as well as educational outreach programs. Arts Clayton, located at 136 South Main Street in Jonesboro, features artwork and gifts made by local artists.

**Figure 4-4:**  
**Museums and Cultural Sites**

## 5.0 Transportation System Inventory

The purpose of this section is to inventory and document the existing transportation system conditions in Clayton County and its seven municipalities. An understanding of the existing conditions is essential for developing recommendations for the CTP. This section describes existing transportation data including:

- Roadway inventory, including functional classification and traffic control infrastructure
- Bridge inventory and condition
- Bicycle and pedestrian facilities
- Parking facilities
- Railroads and airports
- Public transportation providers

### 5.1 Streets, Roads, and Highways

The existing transportation system in Clayton County includes roadways constructed and maintained by several government agencies, including the state, county, and cities. The existing roadway network is illustrated in Figure 5-1, which also shows the number of lanes for each facility.

#### 5.1.1 Functional Classification

Roadways are classified by the functions they perform within a total transportation system. The general categories used in a functional classification scheme are:

- Interstate
- Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Collector
- Local Streets

Each category places a different emphasis on mobility and access. For example, principal arterials serve corridor movements having trip length and travel density characteristics indicative of substantial statewide or interstate travel. They mainly serve to move traffic through areas and are not for direct access to property. In contrast, local streets move significantly less traffic through areas. They function for travel over short distances providing direct access to adjacent properties.

[Figure 5-1:  
Existing Roadway Network and Number of Lanes](#)

Table 5-1 provides 2006 data on the number of roadway centerline miles and vehicle miles of travel in Clayton County falling within each functional class. Figure 5-2 illustrates the existing functional classifications assigned to the county roadway network. In rural areas, roadways classified as a rural major collector or higher, and in urban or urbanized areas, roadways classified as an urban collector street or higher, are eligible for capital improvement funds under the federal-aid Surface Transportation Program.

### 5.1.2 Traffic Control Infrastructure

Traffic signal location data was provided by the Clayton County Department of Transportation and Development and from the project team (via field review) as necessary. Clayton County has over 250 traffic signals. Existing traffic signals are listed in Table 5-2 below. Figure 5-3 illustrates the location of the existing signals in Clayton County while Figures 5-4 through 5-10 illustrate the location of traffic signals in each of the seven municipalities.

Traffic signal maintenance is performed mainly by the county, with the cities of Forest Park and College Park maintaining their own signals. In the near future, the county will take over maintenance of the Forest Park signals. GDOT provides technical assistance, primarily through periodic upgrade construction projects and through furnishing equipment to the county. Current signal equipment is a mix of NEMA, Type 170, and Type 2070 controllers and cabinets. Statewide, GDOT is in the process of upgrading all signal controllers to the 2070; and the county is doing the same. However, at this time there is not a set schedule for all of the upgrades to take place. About 75 percent of the signal controllers in place in Clayton County and its municipalities support advanced functions such as signal coordination through the use of county-owned fiber optic cable infrastructure. Additionally, many of the signals (both vehicle and pedestrian) throughout the county are being upgraded with LED-type signal displays. When compared to a typical incandescent bulb, LED signals improve visibility by displaying a brighter signal indication, last up to twenty times longer, and use only 25% of the electricity. All new signal installations will be LED-type, and all existing signals will eventually be upgraded.

### 5.1.3 Intelligent Transportation System (ITS) Infrastructure

Clayton County's Department of Transportation and Development (CCDOTD) was one of six Atlanta-area agencies provided with traffic control center (TCC) hardware and software by the GDOT in 1995 as a part of the initial rollout of the NAVIGATOR advanced transportation management system (ATMS). Since then, the responsibility has fallen to each agency to maintain, operate, and expand their TCC and associated ATMS infrastructure. CCDOTD has consistently been one of the most aggressive operators of its ATMS. At this time, Clayton County's ATMS is both the most extensive and has the most "on-line" equipment of any local agency's system.

The original Clayton County TCC and ATMS implementation in 1995-1996 started with the following equipment at an estimated cost of \$4.5 million:

- 160 traffic signals
- Communication with 100 signals
- 28 surveillance cameras
- Three changeable message signs
- 20 miles of fiber optic cable

Table 5-1:  
Functional Classification

Figure 5-2:  
Functional Classification for Roadways

**Table 5-2:  
Existing Traffic Signal Controlled Intersections**

Jurisdiction	Location	Install Date	City
County	Airport Loop Road at C.W. Grant Boulevard	1986	
County	Airport Loop Road at USPS Entrance	1998	
County	Battle Creek Road at King Road	1989	
County	Battle Creek Road at Southlake Parkway	1987	
County	Battlecreek Road at Mount Zion Boulevard	1996	
County	Clark Howell Highway at Sullivan Road	1980	
County	Ellenwood Road at Bouldercrest Road	1994	
County	Ellenwood Road at East Clayton Drive	N/A	
County	Fielder Road at Elliot Road	N/A	
County	Fielder Road at Preston Drive	1982	
County	Flint River Road at Roberts Drive	2006	
County	Flint River Road at Kendrick Road	1980	
County	Flint River Road at Taylor Road	1981	
County	Flint River Road at Thomas Road	1980	
County	Godby Road at Southampton Road	1997	
County	Hastings Bridge Road at Landfill	1996	
County	King Road at Walker Road	1977	
County	Lake Harbin Road at Peacock Boulevard	1980	
County	Lake Jodeco Road at Camp Avenue	2001	
County	Lake Mirror Road at Clark Howell Highway	1988	
County	Lake Mirror Road at I-285 Eastbound	1986	
County	Lamar Hutcheson Parkway at Roberts Drive	1999	
County	Main Street at Fayetteville Road	1980	
County	McDonough Road at East Lovejoy Road/Freeman Road	N/A	
County	Morrow Road at Ash Street	1977	
County	Morrow Road at Holiday Boulevard	1977	
County	Mount Zion Boulevard at Home Depot Entrance	1998	
County	Mount Zion Boulevard at Lake Harbin Road	1974	
County	Mount Zion Boulevard at Maddox Road	1978	
County	Mount Zion Boulevard at Mount Zion Road	1978	
County	Mount Zion Boulevard at Richardson Parkway	2003	
County	Mount Zion Boulevard at Spring Place (Kids Village)	2000	
County	Mount Zion Boulevard at Wrights Circle	N/A	
County	Mount Zion Parkway at Fielder Road	1998	
County	Mount Zion Parkway at Mount Zion Boulevard	1994	
County	Mount Zion Parkway at Mount Zion Road	1994	
County	Mount Zion Road at Conkle Road	1990	
County	Mount Zion Road at Fielder Road	1990	
County	Mount Zion Road at Green Industrial Boulevard	1973	
County	Panhandle Road at McDonough Road	1999	
County	Rex Road at Evans Drive	1998	
County	Rex Road at Mount Zion Boulevard	1985	
County	Rex Road at Old Rex Morrow Road	1978	

Jurisdiction	Location	Install Date	City
County	Rex Road at Rex Mill Bridge Road	1971	
County	Rex Road at Trammell Road	N/A	
County	South Main Street at Noahs Ark Road	1995	
County	SR 138 at Hanover Parkway	1995	
County	Stagecoach Road at Rex Road	1988	
County	Stockbridge Road at Jonesboro Middle School	N/A	
County	Sullivan Road at Southridge Parkway	N/A	
County	Upper Riverdale Road at Arrowhead Boulevard	1977	
County	Upper Riverdale Road at Cub Foods Entrance	1986	
County	Upper Riverdale Road at Hayes Drive	1978	
County	Upper Riverdale Road at Hospital Entrance	1978	
County	Upper Riverdale Road at Roy Huie Road	1978	
County	US 19/41/SR 3 at South Main Street/Iron Gate Boulevard	N/A	
County	Walt Stephens Road at Camp Avenue	1998	
County within City Limits	Ash Street at Pineridge Road	N/A	Forest Park
County within City Limits	Ash Street at South Avenue	N/A	Forest Park
County within City Limits	College Street at Astor Avenue/Dennis Drive	N/A	Forest Park
County within City Limits	College Street at Forest Avenue	N/A	Forest Park
County within City Limits	College Street at North Avenue	N/A	Forest Park
County within City Limits	Courtney Drive at Forest Avenue	N/A	Forest Park
County within City Limits	Main Street at Ash Street	N/A	Forest Park
County within City Limits	Main Street at College Street	N/A	Forest Park
County within City Limits	Main Street at Courtney Drive	N/A	Forest Park
County within City Limits	Main Street at Lake Drive	N/A	Forest Park
County within City Limits	Main Street at Phillips Drive	N/A	Forest Park
County within City Limits	Main Street at West Street	N/A	Forest Park
County within City Limits	Phillips Drive at Pineridge Road/Reynolds Road	N/A	Forest Park
County within City Limits	Phillips Drive at South Avenue	N/A	Forest Park
County within City Limits	Springdale Road at Whatley Drive	N/A	Forest Park
County within City Limits	Fayetteville Road at Smith Street	1977	Jonesboro
County within City Limits	Main Street at College Street	1979	Jonesboro
County within City Limits	Main Street at Mill Street	1979	Jonesboro
County within City Limits	Main Street at Spring Street	1979	Jonesboro
County within City Limits	North Avenue at Fayetteville Road	1978	Jonesboro
County within City Limits	Forest Parkway at North Parkway	1983	Lovejoy
County within City Limits	Harper Drive at North Parkway	1982	Lovejoy
County within City Limits	Harper Drive at Northlake Drive	1982	Lovejoy
County within City Limits	SR 331/Forest Parkway at Northlake Parkway	1987	Lovejoy
County within City Limits	Clayton State Boulevard at North Lee Street	1993	Morrow
County within City Limits	Lake Harbin Road at Maddox Road	1984	Morrow
County within City Limits	Lake Harbin Road at Meadowbrook Lane	1978	Morrow
County within City Limits	Morrow Road at Police Station	1978	Morrow
County within City Limits	Morrow Road at Skylark Drive	1977	Morrow
County within City Limits	Mount Zion Road at CompUSA Entrance	1998	Morrow
County within City Limits	Mount Zion Road at Imperial Drive	1983	Morrow
County within City Limits	Mount Zion Road at Kelly Avenue	1976	Morrow

Jurisdiction	Location	Install Date	City
County within City Limits	Mount Zion Road at King William Drive	1977	Morrow
County within City Limits	Mount Zion Road at Lake Drive	1976	Morrow
County within City Limits	Mount Zion Road at Meadowbrook Lane	1978	Morrow
County within City Limits	Mount Zion Road at Mount Zion Circle	1996	Morrow
County within City Limits	Mount Zion Road at Park Place	1976	Morrow
County within City Limits	Mount Zion Road at Southlake Parkway	1986	Morrow
County within City Limits	Bethsaida Road at Church Street	1985	Riverdale
County within City Limits	Lamar Hutchenson Parkway at WalMart Entrance	2003	Riverdale
County within City Limits	Roberts Drive at Rountree Road	1978	Riverdale
County within City Limits	Upper Riverdale Road at Lamar Hutcheson Parkway	N/A	Riverdale
County within City Limits	Valley Hill Road at Camp Street	1980	Riverdale
County within City Limits	Valley Hill Road at Springdale Drive	1977	Riverdale
County within City Limits	Valley Hill Road at Upper Riverdale Road	1975	Riverdale
County within City Limits	Valley Hill Road Lamar Hutcheson Parkway	2001	Riverdale
Henry (See Note 1)	SR 138 at Speer Road/Mount Zion Parkway	1998	
Henry (See Note 1)	SR 138 at I-75 Southbound Onramp	1996	
Henry (See Note 1)	SR 138 at I-75 Northbound Onramp	1996	
Henry (See Note 1)	SR 138 at US 23/SR 42	N/A	
State - GDOT	Anvilblock Road at I-675 Northbound Onramp	2000	
State - GDOT	Anvilblock Road at I-675 Southbound Onramp	2000	
State -GDOT	C.W. Grant Boulevard at I-75 HOV Ramps	1986	
State -GDOT	C.W. Grant Boulevard at I-75 Northbound Onramp	1986	
State -GDOT	C.W. Grant Boulevard at I-75 Southbound Onramp	1998	
State -GDOT	C.W. Grant Boulevard at US 19/41/SR 3/Old Dixie Highway	1992	
State -GDOT	C.W. Grant Boulevard at US 19/41/SR 3/Old Dixie Road	1992	
State -GDOT	Clark Howell Highway at Airport Loop Road	1986	
State -GDOT	Ellenwood Road at I-675 Northbound Onramp	1995	
State -GDOT	Ellenwood Road at I-675 Southbound Onramp	1997	
State -GDOT	Mount Zion Boulevard at I-75 Southbound Onramp	2000	
State -GDOT	Mount Zion Boulevard at I-75 Northbound Onramp	1994	
State -GDOT	SR 138 at Atlanta Beach/Rand Road	1996	
State -GDOT	SR 138 at Crown Way	1990	
State -GDOT	SR 138 at Daniel Drive	1999	
State -GDOT	SR 138 at Davison Parkway	1990	
State -GDOT	SR 138 at Fielder Road	1997	
State -GDOT	SR 138 at I-675 Northbound Onramp	N/A	
State -GDOT	SR 138 at I-675 Southbound Onramp	1990	
State -GDOT	SR 138 at Kendrick Road	1984	
State -GDOT	SR 138 at Mount Zion Road	1989	
State -GDOT	SR 138 at North Main Street	1991	
State -GDOT	SR 138 at North McDonough Road	1992	
State -GDOT	SR 138 at SR 314/West Fayetteville Road	1988	
State -GDOT	SR 138 at SR 54/Jonesboro Road	1979	
State -GDOT	SR 138 at Walt Stephens Road	1990	
State -GDOT	SR 138 at Walter Way	1999	

Jurisdiction	Location	Install Date	City
State -GDOT	SR 139/Riverdale Road at East Fayetteville Road	2004	
State -GDOT	SR 139/Riverdale Road at Flat Shoals Road	1975	
State -GDOT	SR 139/Riverdale Road at Garden Walk Boulevard	1995	
State -GDOT	SR 139/Riverdale Road at I-285 Eastbound Onramp	1974	
State -GDOT	SR 139/Riverdale Road at I-285 Westbound Onramp	1977	
State -GDOT	SR 139/Riverdale Road at Norman Drive	1973	
State -GDOT	SR 139/Riverdale Road at Phoenix Boulevard	1983	
State -GDOT	SR 139/Riverdale Road at SR 314/West Fayetteville Road	N/A	
State -GDOT	SR 139/Riverdale Road at Sullivan Road	1985	
State -GDOT	SR 314/West Fayetteville Road at Bethsaida Road	1986	
State -GDOT	SR 314/West Fayetteville Road at Creel Road	1983	
State -GDOT	SR 314/West Fayetteville Road at East Fayetteville Road	1980	
State -GDOT	SR 314/West Fayetteville Road at East Pleasant Hill Road	N/A	
State -GDOT	SR 314/West Fayetteville Road at Norman Drive	1977	
State -GDOT	SR 314/West Fayetteville Road at Phoenix Boulevard	1982	
State -GDOT	SR 331/Forest Parkway at Frontage Road	N/A	
State -GDOT	SR 54/Jonesboro Road at Battle Creek Road	1975	
State -GDOT	SR 54/Jonesboro Road at Citizens Parkway	1993	
State -GDOT	SR 54/Jonesboro Road at Commerce Road	1995	
State -GDOT	SR 54/Jonesboro Road at Mundy Mills Road	1993	
State -GDOT	SR 54/Jonesboro Road at Southern Road	1980	
State -GDOT	SR 54/Jonesboro Road at Southlake Plaza	1988	
State -GDOT	SR 54/Jonesboro Road at Thomas Road	1992	
State -GDOT	SR 85 at Air Logistics Center	N/A	
State -GDOT	SR 85 at Atlanta South Parkway	1992	
State -GDOT	SR 85 at Atlanta South Parkway (Phase 2)	1999	
State -GDOT	SR 85 at Bethsaida Road	1989	
State -GDOT	SR 85 at Garden Walk Boulevard	1989	
State -GDOT	SR 85 at Helmer Road	1986	
State -GDOT	SR 85 at Lake Ridge Parkway	1995	
State -GDOT	SR 85 at Lake View Way (private)	2003	
State -GDOT	SR 85 at Lees Mill Road	1992	
State -GDOT	SR 85 at Pointe South Parkway	1984	
State -GDOT	SR 85 at SR 331/Forest Parkway/Clark Howell Highway	1977	
State -GDOT	SR 85 at Webb Road/Warren Drive	2001	
State -GDOT	Tara Boulevard at Upper Riverdale Road	1973	
State -GDOT	Thurman Road (Old SR 160) at Old Conley Road	1975	
State -GDOT	Thurman Road (Old SR 160) at Rock Cut Road	2001	
State -GDOT	US 19/41/SR 3/Old Dixie Highway at Conley Road	1977	
State -GDOT	US 19/41/SR 3/Old Dixie Highway at Holiday Boulevard	2000	
State -GDOT	US 19/41/SR 3/Old Dixie Highway at I-285 Eastbound Onramp	1973	

Jurisdiction	Location	Install Date	City
State -GDOT	US 19/41/SR 3/Old Dixie Highway at I-285 Westbound Onramp	1986	
State -GDOT	US 19/41/SR 3/Old Dixie Highway at I-75 Northbound Onramp	1977	
State -GDOT	US 19/41/SR 3/Old Dixie Highway at Johnson Road	1985	
State -GDOT	US 19/41/SR 3/Old Dixie Highway at Morrow Road	1973	
State -GDOT	US 19/41/SR 3/Old Dixie Highway at Upper Riverdale Road	1976	
State -GDOT	US 19/41/SR 3/Tara Boulevard at Fayetteville Road	1983	
State -GDOT	US 19/41/SR 3/Tara Boulevard at Lovejoy Road	N/A	
State -GDOT	US 19/41/SR 3/Tara Boulevard at McDonough Road	1985	
State -GDOT	US 19/41/SR 3/Tara Boulevard at Mount Zion Road	1975	
State -GDOT	US 19/41/SR 3/Tara Boulevard at Mundys Mill Road	1978	
State -GDOT	US 19/41/SR 3/Tara Boulevard at North Carter Drive	1991	
State -GDOT	US 19/41/SR 3/Tara Boulevard at Poston Road	1998	
State -GDOT	US 19/41/SR 3/Tara Boulevard at Sherwood Road	1990	
State -GDOT	US 19/41/SR 3/Tara Boulevard at Smith Street/Robert E. Lee Street	1975	
State -GDOT	US 19/41/SR 3/Tara Boulevard at South Pointe Drive	1996	
State -GDOT	US 19/41/SR 3/Tara Boulevard at SR 138	1978	
State -GDOT	US 19/41/SR 3/Tara Boulevard at Tara Road	1991	
State -GDOT	US 19/41/SR 3/Tara Boulevard at US 19/41/SR 3/Old Dixie Highway	1975	
State -GDOT	US 19/41/SR 3/Tara Boulevard at WalMart Entrance	2003	
State -GDOT	US 23/SR 42 at Anvilblock Road	1979	
State -GDOT	US 23/SR 42 at Campbell Boulevard	1996	
State -GDOT	US 23/SR 42 at Dale Road	1991	
State -GDOT	US 23/SR 42 at Ellenwood Road	1975	
State -GDOT	US 23/SR 42 at Fielder Road	1983	
State -GDOT	US 23/SR 42 at I-675 Northbound Onramp	1995	
State -GDOT	US 23/SR 42 at I-675 Southbound Onramp	1993	
State -GDOT	US 23/SR 42 at Lake Harbin Road	1993	
State -GDOT	US 23/SR 42 at Rex Road	1972	
State -GDOT	US 23/SR 42 at Rock Cut Road	1974	
State, within City Limits	SR 331/Forest Parkway at Ash Street	N/A	Forest Park
State, within City Limits	SR 331/Forest Parkway at Hale Road	N/A	Forest Park
State, within City Limits	SR 331/Forest Parkway at Lake Drive	N/A	Forest Park
State, within City Limits	SR 331/Forest Parkway at Phillips Drive	N/A	Forest Park
State, within City Limits	SR 331/Forest Parkway at State Farmers Market Entrance	N/A	Forest Park
State, within City Limits	SR 331/Forest Parkway at US 19/41/SR 3/Old Dixie Highway	N/A	Forest Park
State, within City Limits	SR 331/Forest Parkway at West Street	N/A	Forest Park
State, within City Limits	SR 54/Jonesboro Road at Astor Avenue	N/A	Forest Park
State, within City Limits	SR 54/Jonesboro Road at Conley Road	N/A	Forest Park
State, within City Limits	SR 54/Jonesboro Road at Fort Gillem	N/A	Forest Park
State, within City Limits	SR 54/Jonesboro Road at Main Street	N/A	Forest Park
State, within City Limits	SR 54/Jonesboro Road at Old Jonesboro Road/Parkwood Drive	N/A	Forest Park

Jurisdiction	Location	Install Date	City
State, within City Limits	SR 54/Jonesboro Road at Ruskin Drive	N/A	Forest Park
State, within City Limits	SR 54/Jonesboro Road at SR 331/Forest Parkway	1971	Forest Park
State, within City Limits	SR 54/Jonesboro Road at Thurman Road (Old SR 160)/College Street	N/A	Forest Park
State, within City Limits	SR 54/Jonesboro Road at Watts Road/Forest Avenue	N/A	Forest Park
State, within City Limits	Thurman Road (Old SR 160) at Conley Road	N/A	Forest Park
State, within City Limits	US 19/41/SR 3/Old Dixie Highway at Central Avenue	N/A	Forest Park
State, within City Limits	US 19/41/SR 3/Old Dixie Highway at First Street/Barnett Street	N/A	Forest Park
State, within City Limits	US 19/41/SR 3/Old Dixie Highway at Penney Road/Cash Memorial Drive	N/A	Forest Park
State, within City Limits	US 19/41/SR 3/Old Dixie Highway at Pineridge Road	N/A	Forest Park
State, within City Limits	Main Street at North Avenue	1965	Jonesboro
State, within City Limits	SR 54/Jonesboro Road at Harper Drive	1976	Jonesboro
State, within City Limits	US 19/41/SR 3/Tara Boulevard at Battle Creek Road	1973	Jonesboro
State, within City Limits	US 19/41/SR 3/Tara Boulevard at Clayton Justice Complex	2000	Jonesboro
State, within City Limits	US 19/41/SR 3/Tara Boulevard at North Avenue	1984	Jonesboro
State, within City Limits	US 19/41/SR 3/Tara Boulevard at SR 54/Jonesboro Road	1983	Jonesboro
State, within City Limits	SR 54/Jonesboro Road at Kenyon Road	1997	Lovejoy
State, within City Limits	SR 54/Jonesboro Road at Clayton State Boulevard	1993	Morrow
State, within City Limits	SR 54/Jonesboro Road at I-75 Northbound Onramp	1976	Morrow
State, within City Limits	SR 54/Jonesboro Road at I-75 Southbound Onramp	1975	Morrow
State, within City Limits	SR 54/Jonesboro Road at Lake Harbin Road	1964	Morrow
State, within City Limits	SR 54/Jonesboro Road at Mount Zion Road	1973	Morrow
State, within City Limits	SR 54/Jonesboro Road at Oxford Drive	1983	Morrow
State, within City Limits	SR 54/Jonesboro Road at Reynolds Road	1978	Morrow
State, within City Limits	SR 54/Jonesboro Road at Southlake Parkway	1976	Morrow
State, within City Limits	SR 138 at Lake Ridge Parkway	2000	Riverdale
State, within City Limits	SR 138 at Taylor Road	1981	Riverdale
State, within City Limits	SR 139/Riverdale Road at King Street	1987	Riverdale
State, within City Limits	SR 139/Riverdale Road at Main Street	1985	Riverdale
State, within City Limits	SR 85 at Allen Drive	1978	Riverdale
State, within City Limits	SR 85 at Church Street	1978	Riverdale
State, within City Limits	SR 85 at Hancock Street/Denham Street	1987	Riverdale
State, within City Limits	SR 85 at Roberts Drive	1975	Riverdale
State, within City Limits	SR 85 at SR 138	1973	Riverdale
State, within City Limits	SR 85 at Valley Hill Road	1977	Riverdale

Note 1: In agreement with Henry County, the Clayton County Department of Transportation and Development maintains these signals.

[Figure 5-3:](#)  
[Clayton County Traffic Signal Locations](#)

[Figure 5-4:](#)  
[City of College Park Traffic Signal Locations](#)

Figure 5-5:  
City of Forest Park Traffic Signal Locations

Figure 5-6:  
City of Jonesboro Traffic Signal Locations

[Figure 5-7:](#)  
[City of Lovejoy Traffic Signal Locations](#)

Figure 5-8:  
City of Lake City Traffic Signal Locations

Figure 5-9:  
City of Morrow Traffic Signal Locations

Figure 5-10:  
City of Riverdale Traffic Signal Locations

Since then, the system has been expanded through in-house efforts and in conjunction with GDOT and county roadway projects, as well as major expansion projects such as the new TCC building construction and the Phase 2 Expansion Project. The Phase 2 project added ITS devices in the field, installed additional ATMS equipment in the new TCC facility, and resulted in the state's first installation of arterial traffic flow monitoring equipment by a local agency. The TCC currently operates the following equipment:

- 253 traffic signals
- Communication with 170 traffic signals
- 54 surveillance cameras
- 74 centrally-controlled school flashers
- 3 changeable message signs
- 1 portable changeable message sign
- 78 miles of fiber optic cable
- 13 radar detector stations ( RDS )
- Traffic Information Channel
- 3 satellite operations ( County 911, Morrow 911, AMS )

Currently, there are a number of ATMS expansion and upgrade initiatives underway. The scopes of these initiatives and projects go beyond infrastructure expansions. With much of the county's ATMS infrastructure well over a decade in age, some of the work planned for the near term involves replacement of equipment and materials that are at the end of their useful lives. Additionally, there have been many changes in technologies, with the transition to Ethernet-based communications as the change having the single greatest impact. The main ATMS initiatives and resulting construction projects are:

- SR 85/138 ATMS Expansion (under construction)
- SR54 ATMS Expansion (under construction)
- Minor Intersection Upgrades (under design/procurement)
- ITS Bond ATMS Expansion (under design)
- SR139 (under design)
- SR138 East (upcoming design)
- SR42 (upcoming design)
- I-75/SR54 Interchange (under design)
- Phase 2 School Flashers (under design/procurement)
- Several Roadway Projects (under design or construction)
- Several In-house Signal Installations (under design or construction)

Collectively, when constructed these projects will upgrade existing or install new ATMS infrastructure at nearly 200 traffic signals, over 37 miles of fiber optic communications, approximately 95 closed circuit televisions (CCTVs), and over 60 school flashers. Existing and proposed ITS infrastructure and devices are shown in Figure 5-11.

[Figure 5-11:](#)  
[Clayton County Existing and Proposed ITS Infrastructure](#)

### Bridge Inventory and Conditions

It is important to overall regional mobility and safety that all roadway bridges and other structures are maintained in good condition and remain serviceable for the loads and traffic to be carried. Using 2006 data from the National Bridge Inventory (NBI), bridges in Clayton County were screened to identify overall sufficiency rating (SR), a calculated numeric value used to indicate whether a bridge is structurally adequate to remain in service. The NBI is a nationally maintained aggregation of structure inventory and appraisal data collected to fulfill the requirements of a federally mandated National Bridge Inspection Standards (NBIS). Each state is required to prepare and maintain an inventory of all bridges subject to the NBIS. Background information on the NBI process for inventorying and assessing bridges is included in Appendix A.

The NBI database lists 87 state, 57 county and six privately owned/maintained bridges within Clayton County, as shown in Table 5-3. Of the 57 county highway bridges identified by FHWA, 21 fall below the 80 percent rating threshold and, thus, qualify for federal bridge rehabilitation funding under the Federal Highway Bridge Replacement and Rehabilitation Program. A total of five county highway bridges fall below the 50 percent threshold and thus qualify for federal bridge replacement funding. The county bridges falling in the latter category (SR <50) are highlighted. Of the 87 state highway bridges identified by the NBI database, 29 fall below the 80 percent threshold. None of the state owned/maintained structures fall below the 50 percent threshold.

According to the National Bridge Inspection Standards (NBIS), FHWA holds each State responsible for the inspection of public highway bridges within the State, with the exception of those that are federally or tribally owned. Delegation of the NBIS functions to counties or cities is a State issue but does not relieve the State of its responsibility. GDOT's Division of Operations, Office of Maintenance, oversees highway bridge maintenance and inspections. Their bridge inspection program is required by Federal law and fulfills county compliance with the Federal Law and Regulations requiring all public bridges be inspected biennially. GDOT provides the information to advise Clayton County on the condition of bridge structures, identifying locations where load limit signs are needed and structures failing to meet minimum standards or requiring closure.

Clayton County Department of Transportation and Development compiled the results of GDOT's inspection of the County and Federal Aid secondary bridges completed by 2002 in a report entitled 2002-2003 Clayton County Construction Engineering Bridge Inspection Report. The report included the results of Clayton County's inspections of the same bridges and presented the observations obtained through field review of the State findings. GDOT completed a re-inspection of the County and Federal Aid secondary bridges in 2005. The inspection results are summarized in Table 5-4.

Table 5-3:  
National Bridge Inventory Data

[Table 5-4:](#)  
[GDOT 2005 Bridge Inspection Report, Summary of Findings](#)

GDOT's Office of Maintenance is currently conducting the final review of the 2007 Bridge Report. The State anticipates that the report will be issued in late 2007. GDOT's 2005 inspection indicated no serious structural defects were observed in 28 of the 69 bridges examined. According to the findings, four bridges require replacement of the bridge structure:

- CR 1344, Valley Hill Road over Flint River
- CR 392, Upper Riverdale Road over Flint River
- CR 1351, Rex Road over Big Cotton Indian Creek
- CS 800, Huie Road over Jestlers Creek Tributary

And two require replacement of the substructure (piles):

- CR 126, East Conley Road over Conley Creek
- CR 1340, Conkle Road over Reeves Creek

These structures are the same bridges identified in the NBI by FHWA as having a sufficiency rating falling below the threshold of 50. The bridge on West Lee's Mill Road (CR 299) over the Flint River Tributary was identified by the NBI as having SR<50. The State identified the bridge as being in good condition, however, they did note the presence of a deteriorated timber structure/decaying piles and issues related to scour.

The remaining structures, the majority of which were deemed to be in good condition, were not devoid of defects. In some cases, corrosion of steel super- and substructures, joint failure, and/or deteriorated timber piles were reported. Sedimentation (drift) and/or scour were more commonly observed among the bridges inspected. These latter issues, if unchecked, can exert an impact on channel hydraulics and lead to serious damage and even bridge failure.

#### 5.1.4 Over the Road Freight Conditions

As many state and national routes serve Clayton County, a number of these are suitable for over-the-road freight movement. While most roadways within the county can support delivery trucks and the like, the long-haul semi-trailer vehicles generally are restricted to specific routes. In Clayton County, I-75 and I-675 serve as the primary routes for freight movement, providing vital links from Savannah and other Atlantic and Gulf seaports to the north and northeastern parts of the country. Three additional non-interstate routes also complement the truck route network. SR 85, from its interchange at I-75 to Fayetteville in Fayette County; Tara Boulevard/US19-41/SR 3, connecting to Griffin in Spalding County; and SR 331/Forest Parkway are multilane corridors that carry a significant amount of truck traffic. Additionally, all of the routes listed are part of the GDOT Surface Transportation Assistance Act (STAA) system, allowing for the transportation of oversized vehicles. Based on a review of current data, Rex Mill Bridge is the only weight-restricted bridge in Clayton County.

## 5.2 Aviation

Clayton County is served by two airports: one that is located within the county, HJAIA and one that is located to the south in neighboring Henry County, Tara Field. HJAIA is the world's busiest airport, with nearly 85 million passengers passing through its terminals (2006) and nearly 747,000 metric tons of processed freight and cargo. Covering about 4,700 acres of

Clayton County with its five runways, the airport is operated by the City of Atlanta's Department of Aviation.

In 2000, the Airport began a ten-year, \$5.4 billion capital improvement project, which includes four key elements: (1) construction of a consolidated rental agency complex for rental cars; (2) enhancements to the airports central terminal; (3) construction of a fifth runway; and (4) building a new terminal. Due to the increasing demands upon the existing on-airport car rental facilities, the need for a consolidated rental car structure has become necessary. Traffic flow around the airport and air quality will benefit from the consolidation of these facilities. The new Consolidated Rental Agency Complex (CONRAC) will be located south of Camp Creek Parkway and west of Interstate 85. The facility will accommodate the ten existing rental car companies operating at HJAIA (with room for expansion in the future) and will provide for approximately 8,700 ready and return spaces. Additionally, this project will include accommodations for customer service centers, storage and minor maintenance areas, wash lane facilities and vehicle fueling positions to support the quick turn around operation used by the rental car agencies. The CONRAC project also includes an Automated People Mover (APM) System to ferry passengers to and from the Central Passenger Terminal Complex (CPTC) and the CONRAC. Three transport stops are proposed for passengers, along with an elevated rail line over I-85.

A new four-lane airport access road will connect from the airport roadway system to the CONRAC providing vehicular access both coming and going to the facility. The roadway includes bridges to cross Interstate 85, CSX Railroad and MARTA tracks. The Central Passenger Terminal Complex will be enhanced to accommodate the rising number of travelers passing through HJAIA. To enhance passenger service, improvements will include upgrades to curbside services, security checkpoints, ticket counters, interior finishes, concessions, baggage, baggage claim areas, vertical transportation, moving sidewalks and expansion of existing concourses. Further modification plans include taxiway enhancements as well as the expansion of Air Cargo and Aircraft Maintenance facilities.

Tara Field, or more formally Clayton County-Tara Field, is a general aviation airport located to the south of the county in Hampton, Georgia in neighboring Henry County. The Clayton County Board of Commissioners took over management of Tara Field in 1994. The airport covers about 155 acres just west of the Atlanta Motor Speedway and has one runway extending 4,500 feet. Tara Field can accept both day and night time takeoffs and landings and has about 1,000 annual operations, with increased use during the bi-annual NASCAR races held in March and October. The Clayton County Department of Transportation and Development has undertaken an Environmental Assessment in order to expand the runway another 1,000 feet to accommodate future increases in aviation operations.

### **5.3 Railroads**

Clayton County is served by three major rail lines and several spur lines feeding into the industrial areas in the northern part of the county. CSX Transportation (CSX-T) operates a major north-south line that parallels US 29 through the extreme northwestern corner of the county just west of HJAIA in the city of College Park. This line connects Atlanta to Montgomery, Alabama and carries nearly 60 trains a day. Norfolk Southern Corporation (NS) operates two main lines and the majority of the spur and industrial lines in the county. The more western of the two lines serve as the main north-south line connecting Griffin and Atlanta, while the eastern line connects Atlanta to McDonough. Both lines continue south to serve the central Georgia rail

hub of Macon. The western line carries nearly 50 trains daily, while the eastern line carries about 15 trains a day.

In terms of highway-rail interface, the majority of crossings in the county are at-grade. Of nearly 70 crossings, around 50 percent have the full complement of flashing lights, bells, and gates. The balance of crossings includes cross-buck signage only. The grade-separated rail crossings are primarily concentrated on interstate highways and principal arterials such as McDonough Road. The railroad-roadway crossings within Clayton County are listed in Table 5-5.

There is currently no commuter or passenger rail service provided in Clayton County. However, it is important to note that the western NS line is expected to carry Atlanta-to-Macon commuter rail service planned by GDOT. The first leg of this service, between Lovejoy and downtown Atlanta, is expected to be in service in 2008 according to the latest (July 2007) Draft *Envision6 Regional Transportation Plan*.

#### **5.4 Public and Private Transportation Services**

Under the moniker of C-TRAN, Clayton County administers fixed-route bus and paratransit services that serve much of the northern and central sections of the county. In October 2007, the Metropolitan Atlanta Rapid Transit Authority (MARTA) assumed responsibility for the operation and management of the C-TRAN system, under contract with Clayton County. These services were previously operated by the Georgia Regional Transportation Authority (GRTA) under contract with Clayton County.

C-TRAN provides five fixed routes within the county and complementary paratransit service within a three-quarter-mile buffer of the routes as required by federal law. Its current fleet includes 24 buses and five paratransit vans.

C-TRAN began operating in October 2001 with Routes 501 and 503. C-TRAN Route 501 extends north from the Clayton County Justice Center park-and-ride in Jonesboro to points including Battle Creek Road, Southlake Mall, Clayton State University, Forest Parkway, the State Farmer's Market, Atlanta Tradeport, and HJAIA at the Airport MARTA Station. C-TRAN Route 503 extends south from HJAIA to Phoenix Boulevard, Riverdale Road, Garden Walk Boulevard, SR 85, Riverdale, Southern Regional Medical Center, Tara Boulevard-US 19/41, and Mt. Zion Parkway near the Clayton County Performing Arts Center.

C-TRAN Route 504, added in February 2003, extends south from HJAIA to Riverdale via SR 85, and to the Clayton County Justice Center park-and-ride via Flint River Road (inbound) and Taylor Road (outbound). In January 2005, two additional routes were added to the C-TRAN network. C-TRAN Route 500 circulates HJAIA along Loop Road and Aviation Boulevard, with stops at the Delta Airlines Maintenance Facility and the Northwest Airlines Facility. C-TRAN Route 502 connects HJAIA with Forest Park via I-285, Fort Gillem, Clayton State University, Southlake Mall, and the Jonesboro Courthouse via Southlake Parkway and SR 54.

Table 5-5:  
Railroad Crossing Locations

C-TRAN operates seven days per week, including Sunday service and all holidays except New Year's Day and Christmas. It is the only suburban Atlanta transit system currently operating on Sundays. Depending on the route, C-TRAN fixed routes operate as early as 4:30 A.M. and as late as 12:15 A.M. Paratransit service picks up passengers from 4:30 A.M. through 10:45 P.M. Monday through Friday, on Saturdays from 5:15 A.M. to 11:00 P.M., and on Sundays and holidays from 6:45 A.M. to 10:30 P.M.

The standard fare for C-TRAN routes is \$1.50 per one-way trip. Half-fare passes (\$0.75) are offered to persons aged 65 and over, Medicare cardholders, and persons with disabilities using the bus service. Twenty trip tickets for C-TRAN fixed routes are available for \$26.00, while 31-day passes cost \$52.50. Customers can acquire C-TRAN passes at customer service centers in Southlake Mall and Kroger supermarkets in Jonesboro and Riverdale. Paratransit services are provided with a \$3.00 fare, with 20-trip tickets available for \$52.00. Children of ages five and below ride free and must be accompanied by a fare-paying customer. MARTA has a regional agreement with C-TRAN to install *Breeze* equipment on C-TRAN buses. C-TRAN intends to have buses outfitted with *Breeze* by November 2007. A summary of C-TRAN route characteristics is provided in Table 5-6. Figure 5-12 illustrates C-TRAN routes throughout the county.

GRTA operates commuter express bus services to and from Downtown Atlanta and Midtown Atlanta destinations during peak travel periods. GRTA's Xpress services are available via park-and-ride lots in 13 counties in the Atlanta Region. In Clayton County, Xpress park-and-ride locations are found south of Jonesboro at the Clayton County Justice Center and in Riverdale along Lamar Hutcheson Parkway, south of Valley Hill Road. Additional Xpress lots for Clayton County residents are available in Henry County, at the Atlanta Motor Speedway on US 19/41 and at the I-75 and SR 138/Stockbridge Highway interchange.

GRTA introduced Xpress Route 440 in June 2004, Xpress Route 441 in January 2006, and Xpress Route 442 in August 2007. Xpress Route 440 travels nonstop from the Atlanta Motor Speedway park-and-ride lot north to the Clayton County Justice Center park-and-ride, via US 19/41, continuing northbound to the Southlake Mall before traveling nonstop to Downtown Atlanta. Stops in the Downtown Atlanta area include the government-service district, Five Points MARTA Station, Underground Atlanta, Georgia State University, Peachtree Center, and the Summit Building. Xpress Route 441 departs from the Clayton County Justice Center park-and-ride north via US 19/41 to I-75 and Midtown Atlanta. Stops in Midtown Atlanta along West Peachtree or Spring Streets include the Civic Center and North Avenue MARTA Stations, Fifth Street/Georgia Tech, Midtown MARTA Station, 14<sup>th</sup> Street, and the Arts Center MARTA Station. Xpress Route 442 travels from the park-and-ride lot at Lamar Hutcheson Parkway to the Five Points and Civic Center MARTA Stations. In the winter of 2008, GRTA will introduce Xpress Route 432 (Stockbridge Highway Park-and-Ride to Downtown Atlanta).

Limited trips are available on most Xpress routes in the reverse commute direction (outbound to Clayton County in the morning, inbound to Atlanta in the evening) and during the off-peak travel period between 9:30 A.M. and 3:00 P.M. Xpress fares for peak-direction travel are \$3.00 one-way and \$5.00 round-trip. At MARTA and GRTA service centers in Downtown Atlanta and north Fulton County, Xpress passengers can purchase discount passes for 31 days (\$80), 20 trips (\$45) or 40 trips (\$85). Riders may also purchase passes via mail or online. On these routes, GRTA offers half-fares (\$1.50 one-way, \$2.50 round-trip, \$40 31-day passes) for all reverse commute and off-peak trips. A summary of GRTA route characteristics is provided in Table 5-7.

Table 5-6:  
C-TRAN Route Characteristics

Figure 5-12:  
Public Transportation Routes

Table 5-7:  
GRTA Route Characteristics

While MARTA has not operated its fixed-route bus services in Clayton County since the transfer of C-TRAN operations to GRTA in 2005, MARTA recently extended Route 77 Hapeville from the East Point MARTA Station and Hapeville to the Atlanta Tradeport bus loop, via Tradeport Boulevard. Route 77 Hapeville currently operates from 5:30 A.M. to 11:30 P.M. at 40-minute headways on weekdays and 6:00 A.M. to 11:00 P.M. at one-hour headways on Saturdays.

In addition to park-and-ride activities, GRTA park-and-ride lots support organized carpooling and vanpooling functions. The Hartsfield Area Transportation Management Association (HATMA) coordinates these activities with contracted assistance from VPSI, Inc./Metro Van Pool, and offers array of commuter assistance services to its member businesses and employees in the HJAIA area.

#### 5.4.1 Operating Characteristics

C-TRAN served 150,000 annual trips in fiscal year (FY) 2002, its initial service year. C-TRAN now provides approximately 140,000 unlinked trips per month. Within five years, C-TRAN already maintains route-level ridership at levels close to that of 17-year-old Cobb Community Transit (CCT), the oldest suburban transit system in the Atlanta Region. Ridership volumes are greatest for Route 503, which experiences high vehicle loading factors during peak travel periods.

Current operating expenses for C-TRAN fixed-route and paratransit services are \$ 4 million annually. In addition to federal funding for capital and maintenance expenses, Clayton County seeks to generate local revenue for operating expenses by implementing a one-percent sales tax at HJAIA facilities situated in unincorporated portions of the county. Generating this revenue, estimated at \$3 million annually, is conditional upon both State Legislature approval and MARTA's operation and management of the C-TRAN service.

Since its inception, Xpress Route 440 has consistently performed with the highest ridership among GRTA express routes. Ridership has grown substantially, from an average of 312 daily passenger trips in FY 2005 to 494 in FY 2006 and 542 in FY 2007. Xpress Route 441 has also grown from 131 passenger trips per day in FY 2005 to 194 in FY 2006. Operating expenses are approximately \$810,000 annually. There are no dedicated travel lanes for exclusive transit operation in Clayton County.

C-TRAN vehicles are currently stored and maintained at the Clayton County Government Service Center. The county is pursuing property acquisition options along Commerce Road south of Southlake Mall, initiating the planning for a passenger transfer station (Routes 501, 502 and 503) and an operations and maintenance facility in this area.

Clayton County has begun construction of a three million dollar sidewalk improvement plan to provide better access to C-TRAN bus stops. The county is also completing the installation of up to 100 bus shelters. One-quarter of these shelters were installed by an advertising firm under contract with Clayton County through 2005. Clayton County will complete the bus shelter project, installing 37 additional shelters to date. GRTA acquired the right-of-way for the park-and-ride lots at the Clayton County Justice Center and at Lamar Hutcheson Parkway, serving both Xpress and C-TRAN (Routes 503 and 504) passengers.

### 5.4.2 Major Public Transit Trip Generators and Attractors

C-TRAN is utilized heavily by Clayton County residential commuters, connecting work destinations at HJAIA and the supporting commercial and industrial areas in the vicinity of the airport. C-TRAN riders also rely on its connection with MARTA heavy rail at the Airport MARTA Station, reaching office, commercial, and educational destinations within Fulton and DeKalb Counties.

Southlake Mall is the center of the county's major shopping district, while the Clayton County Justice Center is a destination for trips addressing county-related administrative and judicial matters. Both are major employment generators in the county and are transfer points for GRTA and multiple C-TRAN routes. With the presence of GRTA Xpress services, the Clayton County Justice Center draws park-and-ride traffic from southern Clayton and neighboring counties. Xpress services at both locations allow Atlanta reverse-commuters to complete their trip to work destinations in Clayton County. Other major destinations for C-TRAN patrons include Clayton State University, Southern Regional Medical Center, and commercial locations along the Tara Boulevard-US 19/41 and SR 85 corridors.

### 5.4.3 Major Public Terminals and Facilities

C-TRAN passengers connect with the Airport MARTA Station by traveling to/from the C-TRAN stop outside the HJAIA North Terminal, entering the station at designated faregates. C-TRAN and GRTA share functions at the GRTA Xpress park-and-rides in Clayton County, allowing for transfers during GRTA operating hours. Both providers also board and alight passengers outside of Southlake Mall in Morrow, on Southlake Circle near Merchants Way.

## 5.5 Parking Facilities

The project team conducted a general assessment of existing parking conditions and identified no public parking facilities in unincorporated parts of the county. Private parking serving individual businesses and commercial shopping centers appeared to be sufficient. Additionally, along the major arterial roadways, such as SR 85 and Tara Boulevard-US 19/41, the abundance of retail space is accompanied by a large amount of underutilized parking areas. The *Clayton County 2005-2025 Comprehensive Plan* noted that parking standards in the commercial districts of Clayton County's zoning ordinance currently require considerably more parking than is actually needed for the associated developments.

In each of the cities, there was no defined public parking facilities specifically identified. In most cases, the public parking was attached to commercial areas or a public building such as City Hall or court house and in most cases, was on the street or in small adjoining lots.

GRTA is using a portion of the parking lot at the Clayton County Justice Center at the intersection of Tara Boulevard-US 19/41 and Posten Road in Jonesboro as a park and ride lot for its Xpress bus service. At the time of the team's visit, the majority of spaces set aside for the GRTA Xpress bus service appeared to be occupied.

Additional parking facilities are planned for Downtown Jonesboro as part of the Livable Centers Initiative (LCI). The Jonesboro LCI proposed the construction of the West Mill Parking Deck, which would add an estimated 500 spaces, and the Courthouse Drive Parking Deck with an estimated 700 spaces. Redevelopment plans for Mountain View also call for additional parking to accommodate retail, commercial, office and light industrial developments surrounding the planned multi-modal Southern Crescent Transportation Service Center.

## 5.6 Bicycle and Pedestrian Facilities

Similar to peer suburban counties in metropolitan Atlanta, pedestrian facilities along arterial and collector streets in Clayton County are limited in availability. To the extent they are present, most are discontinuous, with none extending more than five miles in length along a roadway segment, and none extending more than three miles along both sides of a segment. The county's most traveled principal north-south thoroughfare, Tara Boulevard-US 19/41, is flanked by worn paths of grass and dirt that informally signify the presence of pedestrian activity. Figure 5-13 shows the existing sidewalk network, while Figures 5-14 through 5-20 depict the sidewalk network for each of the seven municipalities.

Areas where sidewalk segments are most contiguous with coverage on both sides of the roadway include:

- Bethsaida Road/Lamar Hutcheson Parkway from Church Street to Valley Hill Road
- Downtown Jonesboro (Main Street from North Avenue to South Avenue, South McDonough Street/Lake Jodeco Road from SR 138 to Mercer Drive, Church Street, Smith Street)
- Forest Parkway between Old Dixie Highway and Jonesboro Road
- SR 138 Spur west from Norfolk Southern Railroad to Tara Road
- SR 138 Spur east from Norfolk Southern Railroad to Stockbridge Road
- SR 85 in northern Riverdale from King Road/Camp Street to Roberts Drive
- Jonesboro Road from Ruskin Road to Hood Avenue (Fort Gillem)
- Jonesboro Road from Forest Parkway to North Lake Drive
- Lovejoy Road between Panhandle Road and US 19/41
- Mount Zion Road (Southlake Mall area) between Tara Boulevard-US 19/41 and Jonesboro Road
- Roy Huie Road between SR 85 and Upper Riverdale Road

The City of College Park is creating an on-street network of bicycle and multi-use trails to improve connections between the Southside Hartsfield area in Clayton County and other destinations in Fulton County, such as Old National Highway, downtown College Park and the Georgia International Convention Center (GICC) complex. The City recently completed construction of the Riverdale Road Path, a winding bicycle trail and multi-use path striped along the reconstructed road between Airport Boulevard and the City limit at I-285 Exit 60. The City also completed the first phase of the Phoenix Trail, connecting the GICC area to Clayton County via Lesley Drive, West Point Avenue, Best Road, Sullivan Road, Massachusetts Boulevard, the Riverdale Road Path, and West Fayetteville Road to Phoenix Boulevard. Finally, the City completed construction of the Transit-Oriented Connector, a sidewalk path along Godby Road in Fulton County that continues through the north side of Southampton Road in Clayton County.

Portions of the Georgia Civil War Heritage Trail System are located within the study area, most specifically in Jonesboro and Lovejoy. The Georgia Civil War Heritage Trail System is a network of geographic and theme-based trails designated with signage that connects Civil War historical events.

Figure 5-13:  
Clayton County Sidewalk Conditions

Figure 5-14:  
City of College Park Sidewalk Conditions

Figure 5-15:  
City of Forest Park Sidewalk Conditions

Figure 5-16:  
City of Jonesboro Sidewalk Conditions

Figure 5-17:  
City of Lake City Sidewalk Conditions

Figure 5-18:  
City of Lovejoy Sidewalk Conditions

Figure 5-19:  
City of Morrow Sidewalk Conditions

Figure 5-20:  
City of Riverdale Sidewalk Conditions

Part of the State Bicycle Routes Network traverses across Clayton County. The GDOT-designated Central Route continues from the Fayette County boundary along McDonough Road, across the Norfolk Southern rail line, to Hastings Bridge Road in Lovejoy and the Henry County boundary. The Clayton County segment of the Central Route covers approximately 5.6 miles of the shared bicycle route's 328.8 miles between Cobb County and the Georgia-Florida state line south of Valdosta. Approximately 6.8 miles of the 124.2-mile Little White House bicycle route (from Atlanta to the town of Eilerslie in Harris County, near Fort Benning) is within Clayton County. The route includes approximately 0.4 miles along Roosevelt Highway and 0.7 miles of Riverdale Road in College Park, as well as 5.7 miles along West Fayetteville Road between Riverdale Road and the Fayette County boundary. Figure 5-21 shows the existing bicycle path and trail network.

The 2007 update to the ARC *Atlanta Region Bicycle Transportation and Pedestrian Walkways Plan* (Bike/Ped Plan) evaluated the level-of-service (LOS) for pedestrian modes along several of its regionally strategic corridors. Factors contributing to the pedestrian LOS evaluation include the presence or absence of sidewalks, on-street parking, traffic volumes and average running speeds, barriers (such as trees) within intervening buffers, the total number of motorized-vehicle through lanes, and widths of the outside vehicular travel lane, paved shoulder or bicycle lane, and sidewalk, where available. The ARC pedestrian LOS scoring scale shown below is followed by LOS rating for major roadways in Clayton County in Table 5-8.

<u>LOS Grade</u>	<u>Pedestrian LOS Score</u>
A	≤ 1.5
B	> 1.5 and ≤ 2.5
C	> 2.5 and ≤ 3.5
D	> 3.5 and ≤ 4.5
E	> 4.5 and ≤ 5.5
F	> 5.5

As part of its *2002 Bicycle Transportation and Pedestrian Walkways Plan*, ARC identified roadway segments in the Atlanta Region exhibiting the best conditions for bicycling. The suitability analysis considered traffic volumes, speed limits, lane widths, the presence or absence of a bikeable paved shoulder, truck traffic, and the absence or presence of right turn lanes and commercial driveways. The majority of Clayton County segments identified in the suitability analysis were on local streets with low traffic volumes connected to major arterials or collector streets with low suitability ratings. None of the segments with high suitability ratings exceeded two miles in length, and none were sufficiently connected to constitute a bicycle travel network. The following roadways were identified with high suitability ratings:

- Northwest Clayton:
  - Cheryl Leigh Drive/Cheryl Terrace
  - Conkle Road/Thornledge Drive
  - North Castlegate Drive
  - Westley Drive
- North Central Clayton:
  - Bethaven Road
  - Caribou Trail/Salisbury Trail
  - Scott Drive

Table 5-8:  
ARC Pedestrian Level-of-Service (LOS)

- Northeast Clayton:
  - Adamson Road
  - Coatsworth Drive
  - Maddox Road from Rabun Road to Mount Zion Boulevard
  - Mount Zion Parkway from Mount Zion Boulevard to Mount Zion Road
  - Old Rex Road at Maddox Road
  - Peggy Sue Lane/Kensington Way
  - Pleasant Valley Drive
  - Tina Lane
- Central Clayton:
  - Boca Grande Boulevard at Holliday Boulevard
  - Canton Road at Helmer Road
  - Fairfield Approach/Fairfield Lane
  - Glenwoods Drive
  - Lake Ridge Parkway/Lake Ridge Circle
  - Seven Oaks Drive/Players Drive
- South Clayton/Panhandle:
  - Cardinal Road
  - Plantation Parkway
- Forest Park:
  - Ash Street at Forest Parkway
  - Barnett Road
  - Central Avenue
  - Courtney Drive from Main Street to Jonesboro Road
  - Cynthia Lane
  - Lake Mirror Place
  - Phillips Drive at Main Street
- Lovejoy:
  - East Lovejoy Road
- Morrow:
  - Clayton State Boulevard
- Riverdale:
  - King Road from Riverdale Road to Highway 85

The analysis highlighted several Clayton County roads which were considered “very difficult to bicyclists,” based on the ARC bicycle suitability rating:

- Battlecreek Road
- Fayetteville Road
- Fielder Road
- SR 42
- SR 85
- SR 138
- McDonough Road
- North Bridge Road
- Old Dixie Highway
- Rex Road from SR 42 to North Lake Drive
- Tara Boulevard

- Thomas Road
- Upper Riverdale Road
- Upper Woolsey Road

The 2007 update to the ARC Bike/Ped plan included evaluations of LOS and latent demand for bicycle activity on regionally strategic corridors. Contributing factors to the bicycle LOS model include directional traffic volumes, total number of motorized-vehicle through lanes, travel speeds, proportion of heavy vehicles, pavement conditions, and the “effective widths” of outside through lanes (considering on-street parking, traffic volume, and the presence or absence of a paved shoulder or bicycle lane). The ARC bicycle LOS scoring scale shown below is followed by LOS rating for major roadways in Clayton County in Table 5-9:

<u>LOS Grade</u>	<u>Bicycle LOS Score</u>
A	≤ 1.5
B	> 1.5 and ≤ 2.5
C	> 2.5 and ≤ 3.5
D	> 3.5 and ≤ 4.5
E	> 4.5 and ≤ 5.5
F	> 5.5

Latent bicycle demand represents an estimation of existing and potential bicycle travel on roadways, assuming the provision of an efficient infrastructure and conditions supporting such travel. The ARC corridor-level latent demand analysis for bicycle travel considers, for each trip purpose, the share of all bicycle trips and the number of trips generated or attracted.

For both pedestrian and bicycle activity, latent demand modeling considers the number of trip generators or attractors, the range of travel distances among generators and attractors, and the effect of travel distance on trip interchange between origins and destinations. Each trip purpose for a segment is assigned a score representing the degree of bicycle activity relative to all other ARC-evaluated segments. The overall latent demand score for a segment reflects the highest score achieved among trip types. Results for Clayton County are shown in Table 5-10.

The LOS and latent demand data contribute to the four-tiered prioritization of strategic corridors for the ARC *Region Bicycle Transportation and Pedestrian Walkways Network*. Prioritization is based on a weighted scale that considers the difference between the existing and desired LOS, latent demand, public input, congestion effects, policy considerations, and a segment’s presence within an LCI study area or a transit station-area community. The prioritization results are shown in Table 5-11. Among Clayton County roadways in the regional network, segments with the highest priority (Tiers I and II) include a recommendation for paved shoulders adjacent to the outside motorized-vehicle travel lane.

Clayton County and several of its city governments have undertaken planning and policy measures to improve community connectivity and mobility via non-motorized modes. The Clayton County one-cent Special Purpose Local Option Sales Tax (SPLOST) is funding the active construction of 96 miles of sidewalks along 47 roadways. In addition to the \$11.3 million invested in sidewalk improvements, the SPLOST funding supports the installation of signage, signals, and other features to enhance accessibility and pedestrian safety.

Table 5-9:  
ARC Bicycle LOS

[Table 5-10:](#)  
[ARC Latent Demand Analysis Results](#)

[Table 5-11:](#)  
[ARC Bicycle Study Network, Prioritization Results](#)

Implementing its plans to improve connectivity and recreational travel activity, in 2007, the City of College Park completed its Riverdale Road Path and Phase I of its Phoenix Multi-Use Trail project. The city plans to complete the Phoenix Multi-Use Trail Phase II (Convention Center Concourse to Camp Creek Parkway) and a Roosevelt Highway Path in 2008.

The City of Forest Park is completing its three-phase Sidewalks to Schools project. The most recent phase was supported with federal Transportation Enhancement funds via GDOT. The city's Town Center LCI study recommends streetscape improvements along Forest Parkway, a Transit Village Plan incorporating a three-mile multi-use trail along railroad right-of-way connecting the Main Street area with Fort Gillem, and a proposed pedestrian bridge connecting Main Street with City Hall. A supplemental LCI study by the city recommends connection of the Forest Park railroad corridor trail to the State Farmers Market, supporting the market's development plans.

The City of Jonesboro began implementation of recommendations from its Town Center LCI study, constructing a multi-purpose trail from Suder Elementary School to the Stately Oaks Plantation. The LCI study proposes an additional multi-purpose trail between the Jonesboro Courthouse and a proposed African-American Museum via Smith Street, pedestrian signals and marked crosswalks at rail crossings (College Street, West Mill Street, Spring Street, North Avenue), an exclusive pedestrian crossing at West Mill Street (the site for its proposed commuter rail station), sidewalks and streetscape enhancements. All LCI-recommended elements are to support goals of connectivity and a "park-once" environment in downtown Jonesboro.

The City of Morrow is currently constructing an extension of the Jesters Creek Greenway Trail north of the Southlake area to the Gateway Village development and Reynolds Nature Preserve, while the City of Lake City is in the planning stages for an extension further north from Morrow to a proposed 13-acre East Jesters Lake Park.

The *2005-2025 Comprehensive Plan (2005)* for the City of Riverdale calls for a walking track at a new indoor recreational center at Roy Huie Road. Related policy goals are to connect active and passive recreational areas through walking paths, consider consolidation of pedestrian crossings and transit stops for improved access management along SR 85 and consider pedestrian crossings, traffic calming measures and bicycle lanes along local collector roads.

The *Riverdale Town Center LCI Study (2007)* introduces a Trail Plan, including 26 future enhanced intersections or crosswalks, bicycle/pedestrian circulator paths connecting schools and Traxon Wilson Park, multimodal access paths and trails to a proposed activity center at Lamar Hutcheson Parkway, and extensions beyond the city to proposed greenway trails and bike routes. The LCI study recommends prioritization for sidewalks along SR 85 between Roberts Drive and SR 138.

The *Riverwalk Redevelopment Plan (2002-2004)* includes a pedestrian boardwalk trail along a proposed Flint River wetlands park adjacent to the Southern Regional Medical Center (SRMC), and streetscape improvements along Upper Riverdale Road between gateways at Valley Hill Road (Riverdale) and Tara Boulevard.

The *Northwest Clayton Activity Center LCI study (2004)* recommends sidewalks along east side of Riverdale Road from Kingswood Circle to Crystal Lake Road and along both Flat Shoals

Road and Phoenix Boulevard between Road West Fayetteville Road and Riverdale Road. The study recommends a greenway multi-use trail connecting local schools, parks and a proposed Clayton County Recreation Center on West Fayetteville Road.

Interim recommendations from the *Southern Regional Accessibility Study (SRAS)* include bicycle trails along SR 138, SR 85 between Riverdale and Fayetteville, and SR 42 between Rex and Stockbridge.

The *Southside Hartsfield Redevelopment and Stabilization Plan (2003)* recommends 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.

The *Tara Boulevard-US 19/41 Multimodal Corridor Study (2007)* notes that within the Tara Boulevard-US 19/41 corridor, infrastructure for pedestrian and bicycle travel is severely lacking. Recommended improvement projects include sidewalks from I-75 south to the Henry County line, an extension of the Jester's Creek Trail south to Tara Boulevard-US 19/41, a multi-use connection from Jester's Creek Trail to Henry and Spalding Counties using right-of-way adjacent to the Norfolk Southern Railroad line, a bicycle lane from I-75 south to Fayetteville Road, and bicycle lanes at cross streets for connections with other multi-use trails.

One additional proposed bicycle/walking trail, primarily in Fulton County, extends south from an area west of Hapeville to a location just south of the Clayton County line.

### 5.6.1 Potential Streetscapes

Fifteen potential streetscapes were identified within the Clayton County study area: five in Northwest Clayton, one in Morrow, seven in Jonesboro, one in Riverdale, and one in Forest Park. In Northwest Clayton, streetscapes could include the construction of curbs and ramps, sidewalks, landscaping, pedestrian lighting, and benches along the roadway to improve pedestrian access.

The potential streetscapes in Northwest Clayton are along the east side of Riverdale Road between Kingswood Circle and Crystal Lake Road, along Phoenix Boulevard, along Flat Shoals Road, along Crystal Lake Road, and along Godby Road between West Fayetteville Road and Southampton Road. In Morrow, streetscapes would include the construction of two radial roads and a round about on SR 54 at the main entrance into Clayton State University's main entrance on Clayton State Boulevard.

In Jonesboro, streetscapes could include the construction of curbs and gutters, prescribed pavement types, trees, and furniture along the roadway to improve pedestrian access. The potential streetscapes in Jonesboro are along Broad Street, along Main Street from North Avenue to South Avenue, along McDonough Street, along Smith Street between Tara Boulevard-US 19/41 and Main Street, along Lee Street between West Mill Street and Spring Street, along King Street between Wilburn Street and McDonough Street, and along North Main Street between Main Street and the City Limit.

In Riverdale, streetscapes could include seating areas, gathering places, manicured landscaping, pavers and trees, areas restricted to pedestrian use only, signage guidelines, cross walk and intersection signalization for pedestrians, bike paths, and on-street parking. The

potential streetscape in Riverdale is along SR 85 between King Road and Roberts Drive in northern Riverdale. Figure 5-21 shows the existing streetscapes.

In Forest Park, streetscapes could include wide sidewalks, southern style architecture, a gazebo, uniform signage, and extensive use of green space. The potential streetscapes in Riverdale are around the area of the Forest Park train station along the proposed Atlanta to Macon commuter rail and along Forest Parkway and Jonesboro Road.

Figure 5-21:  
Clayton County Bicycle Facilities/Trails/Streetscapes

## 6.0 Existing Transportation System Conditions and Safety

### 6.1 Roadway Conditions

Roadway conditions were analyzed using the following components:

- Travel Patterns and Trip Characteristics – Although this analysis does not pertain directly to roadway operations, it is incorporated into this section as the underlying patterns of trips and their purposes have a direct impact on travel demand which has a direct impact on roadway conditions.
- Traffic Volumes – Volumes are generally reported as Annual Average Daily Traffic (AADT) and provide insight with regard to how vehicular travel demand on the system is distributed.
- Commercial Vehicle Traffic – This analysis indicates what percentage of vehicular traffic is composed of truck traffic at various points in Clayton County.
- LOS – Using the ARC regional travel demand model, model based AADT volumes can be combined with roadway capacities to determine how well the system is functioning and identify where the transportation network is over capacity.
- Safety and Accident Assessment – An analysis of traffic crash locations and types can help indicate where roadway design modifications may improve safety.

#### 6.1.1 Travel Patterns and Trip Characteristics

Using the ARC transportation demand model trip tables, the total person trips, work trips, and non-work trips to and from Clayton County in 2005 was determined as indicated in Table 6-1. The model indicates that a relatively even number of trips are leaving from Clayton County as are entering, with work trips representing approximately 25 percent of all trips associated with Clayton County. Additionally, 20 percent of those work trips begin and end in Clayton County. Of the total 1,082,141 trips associated with Clayton County each day, approximately 38 percent begin and end in Clayton County.

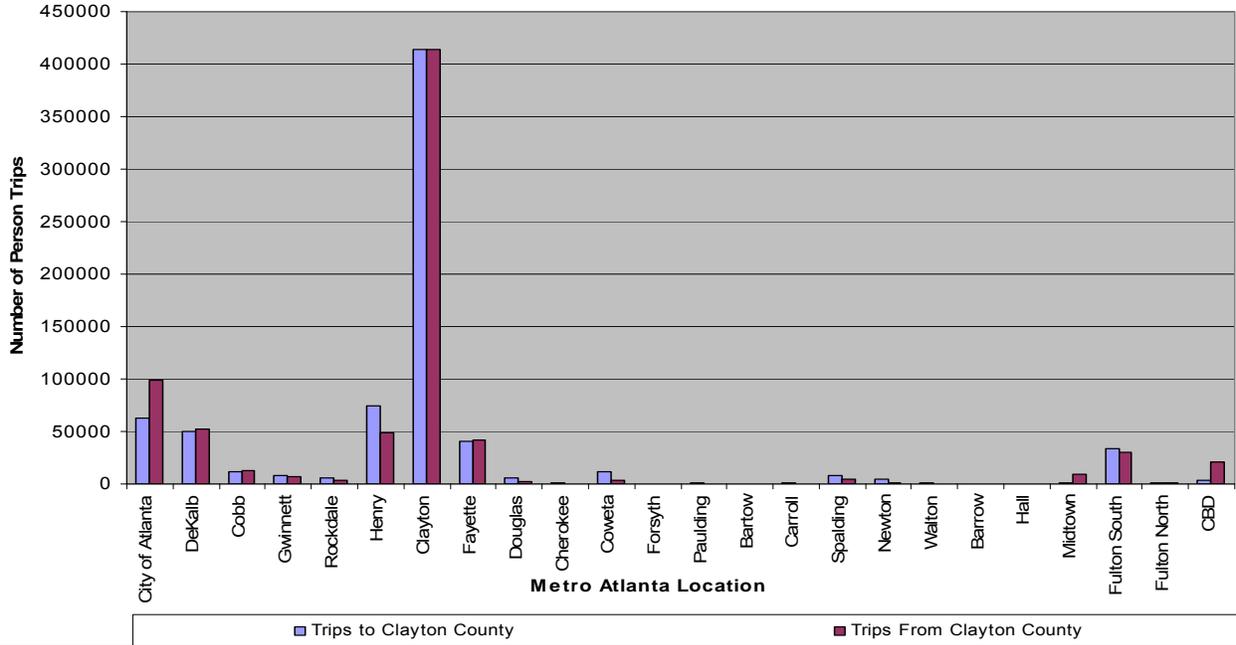
**Table 6-1:  
Person Trips To/From Clayton County**

Travel Pattern	Work Trips	Non-Work Trips	Total Trips
Daily Trips To Clayton County	153,527	599,304	752,831
Daily Trips From Clayton County	163,740	579,040	742,780
Daily Trips Within Clayton County	52,415	361,055	413,470
Daily Clayton County Trips	264,852	817,289	1,082,141

Source: ARC Travel Demand Model

Additional analysis was conducted to determine the origins or destinations of trips that begin or end in Clayton County. As Figure 6-1 indicates, the greatest number of trips are internal to Clayton County (these trips begin and end in Clayton County). The City of Atlanta, DeKalb County, Henry County, Fayette County, and the southern part of Fulton County (not including City of Atlanta) also have a relatively significant amount of trips.

**Figure 6-1:  
Origins and Destinations of Trips To and From Clayton County**



Focusing on vehicles, Table 6-2 indicates the number of single-occupancy vehicles (SOVs), high-occupancy vehicles (HOVs), and truck trips that are associated with Clayton County. The majority of vehicular trips to and from Clayton County are conducted by SOVs. The analysis also indicates an even split between those trips beginning and ending in Clayton County for all three vehicle types.

**Table 6-2:  
Vehicle Trips To and From Clayton County**

Travel Pattern	SOV Trips	HOV Trips	Truck Trips	Total
Daily Trips To Clayton County	513,153	103,924	68,545	685,621
Daily Trips From Clayton County	513,145	103,919	69,368	686,432
Daily Trips Within Clayton County	259,794	56,053	30,551	346,398
Daily Clayton County Trips	766,503	151,790	107,362	1,025,655

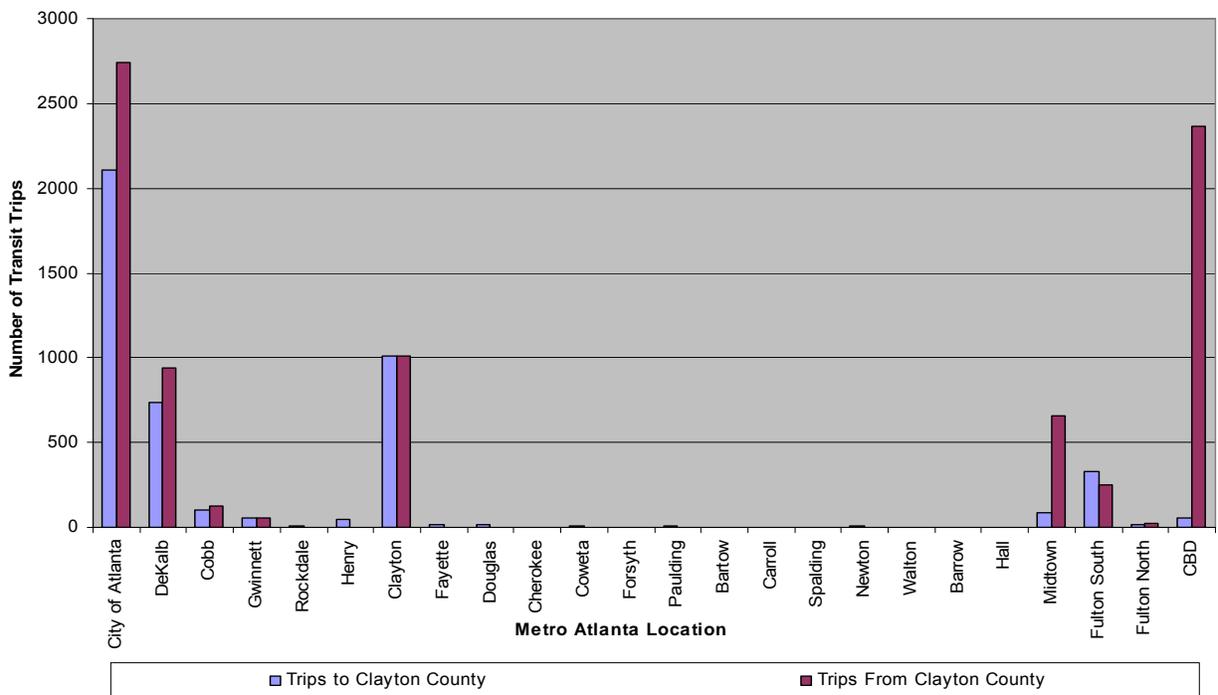
Source: ARC Travel Demand Model

Analysis indicates a relatively low mode split for Clayton County trips, as indicated in Table 6-3, with about nine percent of transit trips to and from Clayton County beginning and ending in Clayton County. As shown in Figure 6-2, of those transit trips associated with Clayton County, the most significant are traveling to or from the City of Atlanta, with a particular focus on Downtown Atlanta.

**Table 6-3:  
Mode Split**

Travel Pattern	Transit Trips	Total Trips	Mode Split	% of Transit Trips
Daily Trips To Clayton County	8,179	752,831	1.1%	70%
Daily Trips From Clayton County	4,598	742,780	0.6%	39%
Daily Trips Within Clayton County	1,011	413,470	0.2%	9%
Daily Clayton County Trips	11,766	1,082,141	1.1%	-

**Figure 6-2:  
Origins and Destinations of Transit Trips to and From Clayton County**



### 6.1.2 Traffic Volumes

AADT volumes were provided by GDOT and Clayton County to give an indication of the overall utilization of roadways in Clayton County. Figure 6-3 shows the existing daily traffic counts for various locations throughout the county.

### 6.1.3 Commercial Vehicle Traffic

GDOT traffic counts from 2005 and 2006 were reviewed to determine the number and percentage of trucks on the roadway, relative to total traffic, where available. Figure 6-4 indicates the FHWA’s thirteen vehicle classifications. A truck is considered anything between classifications four and 13. As indicated in Table 6-4, the majority of Clayton County roadways have truck percentages of less than five percent. Some exceptions include Forest Parkway, with a truck percentage of 20 percent in 2005 and I-75, having a truck percentage of 11 percent, in 2006. A high percentage of trucks on an interstate freeway is typical.

Figure 6-3:  
Annual Average Daily Traffic (AADT)

**Figure 6-4:  
FHWA Vehicle Classification Breakdown**

FHWA CLASSIFICATION SCHEME "F"			
CLASS GROUP		DESCRIPTION	NO. OF AXLES
1		MOTORCYCLES	2
2		ALL CARS	2
		CARS W/ 1-AXLE TRAILER	3
		CARS W/ 2-AXLE TRAILER	4
3		PICK-UPS & VANS 1 & 2 AXLE TRAILERS	2, 3, & 4
4		BUSES	2 & 3
5		2-AXLE, SINGLE UNIT	2
6		3-AXLE, SINGLE UNIT	3
7		4-AXLE, SINGLE UNIT	4
8		2-AXLE, TRACTOR, 1-AXLE TRAILER (2S1)	3
		2-AXLE, TRACTOR, 2-AXLE TRAILER (2S2)	4
		3-AXLE, TRACTOR, 1-AXLE TRAILER (3S1)	4
9		3-AXLE, TRACTOR, 2-AXLE TRAILER (3S2)	5
		3-AXLE, TRUCK, W/ 2-AXLE TRAILER	5
10		TRACTOR W/ SINGLE TRAILER	6 & 7
11		5-AXLE MULTI-TRAILER	5
12		6-AXLE MULTI-TRAILER	6
13	ANY 7 OR MORE AXLE		7 or more

Table 6-4:  
Truck Traffic on Roadways in Clayton County

### Level of Service

A LOS analysis of the P.M. peak periods was prepared using the ARC regional travel demand model. This time period for analysis was selected because the heaviest traffic volumes during a 24-hour period typically occur during the P.M. peak period. The travel demand model is not sensitive to the impacts of bottlenecks, intersection delays, or other operational problems, which are typically revealed by more accurate, roadway and traffic data-intensive forms of LOS and operational analysis such as those documented in the Highway Capacity Manual or revealed by the use of micro-simulation analysis. Despite these limitations, the LOS derived from the travel demand model is useful in indicating the general effects of congestion at specific locations and in determining the order of magnitude LOS change from existing to future years. As applied in the travel demand model, LOS is defined as the calculated ratio of model generated traffic volume to roadway capacity. The following ratios were assumed to correlate to LOS:

- LOS A/B: <0.5
- LOS C: 0.5-0.7
- LOS D: 0.7-0.85
- LOS E: 0.85-1.0
- LOS F: >1.0

LOS A represents free flow conditions with very little delay, and LOS F indicates forced flow with extreme congestion and long delays. In most urban areas, LOS E is typically considered to be the limit of acceptable delay; however, it should be noted that often the acceptable level of LOS is a policy decision directed by individual jurisdictions.

As Clayton County mostly consists of urban and suburban communities, LOS D was used as the assumed limit of acceptable delay. Therefore, this analysis highlights sections of roadways that are currently operating at LOS E or worse. Figure 6-5 shows the current P.M. peak period LOS for all roads in Clayton County. Please note that highlighted locations on this figure do not refer to intersection LOS but rather to the overall LOS on the roadways indicated, due to the aforementioned limitations in the demand model's analysis capabilities.

The travel demand model indicates that in the P.M. peak, several of the major north-south oriented facilities experience LOS E or F, due presumably to high commuter patterns originating from the north in the City of Atlanta. Major corridors with consistent LOS deficiencies were observed at:

- I-75 southbound, from the Fulton County line through the Tara Boulevard-US 19/41 interchange;
- Tara Boulevard-US 19/41 southbound, from the I-75 interchange through Tara Road, with some relief in the Jonesboro area where parallel facilities such as SR 54/Jonesboro Road/Main Street exist;
- SR 85 southbound, from Forest Parkway to Thomas Road, with some relief through Riverdale, where Riverdale Road acts as a parallel facility;
- West Fayetteville Road southbound, from I-285 through Flat Shoals Road;
- Old Dixie Highway southbound, from the Fulton County line to Penny Road in Forest Park; and
- SR 42 southbound, from the Fort Gillem area through Rex Road, with additional LOS deficiency in the area between the I-675 interchange and Henry County line.

Figure 6-5:  
P.M. Peak Level of Service

There are several other locations with more isolated patterns where the model indicates LOS E or F as provided in the list below:

- Locations along Riverdale Road southbound, in the areas immediately north of Flat Shoals Road and King Road;
- The area of Roberts Drive immediately to the east of SR 85 experiences LOS D and E in both the eastbound and westbound direction;
- Parts of Valley Hill Road eastbound, in the area between Upper Riverdale Road and Tara Boulevard;
- Upper Riverdale Road eastbound, in the area approaching Tara Boulevard-US 19/41 and I-75;
- Parts of Conley Road eastbound, from Old Dixie Highway to just east of SR 54, with westbound LOS failures in the areas immediately approaching both Old Dixie Highway and SR 54;
- Locations along Harper Drive and Rex Road eastbound, extending from the SR 54/Lake City area through SR 42. In the area to the east of Evans Drive, Rex Road is indicated to have a consistent LOS of E and F past Stagecoach Road to the Henry County line.
- Anvilblock Road eastbound, near the intersection of Bouldercrest Road;
- Main Street, in the western part of Forest Park, is indicated to have LOS E in the eastbound direction;
- Forest Parkway experiences LOS E and F in the eastbound/southbound direction in the area east of downtown Forest Park;
- SR 54/Jonesboro Road, southeast towards Lake City and through some parts of Morrow, with an additional concentration around the I-75 interchange;
- Portions of Fielder Road southbound, between SR 42 and Mt. Zion Road;
- SR 138 at various locations to the east of Jonesboro near intersections with Fielder Road and Walt Stephens Road, with additional level of service deficiency near the I-675 interchange;
- Stagecoach Road in the southbound direction near the intersection of Rex Road;
- Mt. Zion Boulevard, in the area between Battlecreek Road and Maddox Road in both directions, depending on the location;
- Along some of the internal access roads at HJAIA;
- Main Street southbound, from downtown Jonesboro to Tara Boulevard;
- Portions of Flint River Road westbound, to the west of Tara Boulevard;
- Fayetteville Road in both directions, near the intersections with Thomas Road and Mundys Mill Road; and
- McDonough Road in both directions, just east of Tara Boulevard-US 19/41 and in the eastbound direction just east of Tara Road.

In addition, LOS deficiencies as noted by municipality location are described in the following paragraphs.

### **6.1.3.1 City of Forest Park**

In the City of Forest Park, the travel demand model indicates LOS deficiencies along Main Street (in the area west of downtown), along Forest Parkway (in the area east of downtown), and in locations along Old Dixie Highway as far south as Penny Road.

#### **6.1.3.2 City of Riverdale**

In the City of Riverdale, the main locations with LOS deficiencies are along Riverdale Road (approaching downtown), along SR 85 (in the areas north and south of downtown), and on Roberts Drive (to the east of SR 85).

#### **6.1.3.3 City of Lake City**

In Lake City, LOS E and F is observed along individual locations of SR 54/Jonesboro Road and along the Harper Drive and Rex Road corridor.

#### **6.1.3.4 City of Morrow**

In the City of Morrow, LOS deficiencies are indicated along SR 54/Jonesboro Road in the area near the I-75 interchange and on Lake Harbin Road to the immediate east of SR 54/Jonesboro Road and Lee Street.

#### **6.1.3.5 City of Jonesboro**

In the City of Jonesboro, the most notable LOS deficiencies are along Tara Boulevard-US 19/41 and Main Street in the areas south of downtown.

#### **6.1.3.6 City of Lovejoy**

The only observed LOS deficiency in the City of Lovejoy is along McDonough Road between Tara Boulevard-US 19/41 and Hastings Bridge Road.

#### **6.1.3.7 City of College Park**

The observed LOS deficiencies in the Clayton County portion of College Park include HJAI internal roadways and West Fayetteville Road, south of I-285 near Godby Road.

### **6.2 Traffic Safety and Accident Assessment**

The most recent available data were reviewed to describe crash characteristics associated with traffic collisions occurring in Clayton County. As part of an initial data gathering effort, crash fatality data for counties that are part of the 18-county metropolitan planning boundary was gathered for performing a general comparison of Clayton County statistics with the region. A more detailed assessment followed, whereby three consecutive years of GDOT crash data (2004-2006) was evaluated using GDOT's Critical Analysis Reporting Environment (CARE) database, and the results were compiled for an analysis of trends and crash hot spots. Crash profiles and maps of the locations that are observed to exhibit higher intersection crash frequencies and higher roadway segment crash rates were prepared. A three-year (2005-2007) accident database maintained by Clayton County was also employed; however, GDOT's CARE database served as the primary tool for this analysis, as it supplies some additional critical data elements, such as mileposts, needed for identifying mid-block crash locations. The crash data recorded by Clayton County's database was employed for evaluating 2007 crashes to provide the most recent data available for analysis.

Additional information on safety issues within the county will be sought during subsequent study activities via discussion and outreach to the general public; local, county and state traffic and safety engineers and transportation planners; government officials; public safety officials; special interest groups; and other stakeholders. This information, in combination with the quantitative analysis, will ultimately serve as a guide for identifying needs and developing

alternative improvement strategies for achieving cost-effective reductions in crash injuries and losses within Clayton County.

### 6.2.1 County Comparison

County-level fatality data from 2005 are presented in Tables 6-5 through 6-8, which show the relative ranking of Clayton County to other counties within the ARC 18-county metropolitan planning boundary for all fatalities, alcohol related, speed related, and pedestrian fatalities. There were no pedacyclist fatalities reported in the county for that time period. The data is sorted by crash-related fatality totals, in descending order. As shown in Table 6-5, Clayton County ranks relatively high in total number of fatalities (eighth), compared with other counties in the planning region, but the rate of fatalities per 100,000 population, places Clayton County 16<sup>th</sup> out of 18 counties.

**Table 6-5:  
Total Fatalities in the ARC 18-County Region, 2005**

<b>County</b>	<b>Fatalities</b>	<b>Rate per 100,000 Population</b>
Fulton County	118	12.89
Gwinnett County	83	11.43
DeKalb County	78	11.51
Cobb County	71	10.70
Coweta County	32	29.12
Walton County	32	42.30
Bartow County	31	34.74
<b>Clayton County</b>	<b>30</b>	<b>11.20</b>
Henry County	29	17.28
Cherokee County	27	14.66
Forsyth County	26	18.52
Spalding County	19	31.00
Douglas County	16	14.19
Fayette County	16	15.35
Barrow County	11	18.35
Newton County	11	12.69
Rockdale County	10	12.73
Paulding County	7	6.23

Source: National Center for Statistical Analysis, 2007

**Table 6-6:  
Alcohol-Related Fatalities in the ARC 18-County Region, 2005**

<b>County</b>	<b>Fatalities</b>	<b>Rate per 100,000 Population</b>
Fulton County	37	4.04
DeKalb County	32	4.72
Gwinnett County	32	4.41
Cobb County	20	3.01
Bartow County	9	10.09
Cherokee County	9	4.89
<b>Clayton County</b>	<b>9</b>	<b>3.36</b>
Coweta County	8	7.28
Henry County	7	4.17
Douglas County	6	5.32
Spalding County	6	9.79
Walton County	6	7.93
Fayette County	5	4.8
Rockdale County	5	6.37
Forsyth County	4	2.85
Barrow County	2	3.34
Paulding County	2	1.78
Newton County	1	1.15

Source: National Center for Statistical Analysis, 2007

**Table 6-7:  
Speed Related Fatalities in the ARC 18-County Region, 2005**

<b>County</b>	<b>Fatalities</b>	<b>Rate per 100,000 Population</b>
Fulton County	25	2.73
Gwinnett County	21	2.89
Cobb County	17	2.56
DeKalb County	15	2.21
Bartow County	10	11.21
Cherokee County	10	5.43
Coweta County	7	6.37
<b>Clayton County</b>	<b>6</b>	<b>2.24</b>
Forsyth County	5	3.56
Walton County	5	6.61
Spalding County	4	6.53
Douglas County	3	2.66
Fayette County	3	2.88
Barrow County	2	3.34
Henry County	2	1.19
Newton County	1	1.15
Paulding County	1	0.89
Rockdale County	0	0

Source: National Center for Statistical Analysis 2007

**Table 6-8:  
Pedestrian Fatalities in the ARC 18-County Region, 2005**

<b>County</b>	<b>Fatalities</b>	<b>Rate per 100,000 Population</b>
Fulton County	17	1.86
DeKalb County	16	2.36
Gwinnett County	13	1.79
Cobb County	10	1.51
Bartow County	5	5.60
<b>Clayton County</b>	<b>4</b>	<b>1.49</b>
Walton County	3	3.97
Coweta County	2	1.82
Douglas County	2	1.77
Rockdale County	2	2.55
Spalding County	2	3.26
Cherokee County	1	0.54
Forsyth County	1	0.71
Henry County	1	0.60
Newton County	1	1.15
Barrow County	0	0
Fayette County	0	0
Paulding County	0	0

Source: National Center for Statistical Analysis 2007

The total number of alcohol, speed and pedestrian related fatalities presented in Tables 6-7 through 6-8 shows Clayton County to place high relative to the other counties within ARC's jurisdiction. When the rate is computed and the numbers are normalized by population, the county's ranking drops significantly.

The ARC's *Traffic Crash Profile* for Clayton County (September 2006) was also reviewed as part of the accident and safety analysis. Crash, injury and fatality rates were computed in terms of vehicle miles traveled (100 million vehicle miles traveled) using data from the 2002 through 2004 GDOT CARE software. Overall, the ARC's evaluation showed Clayton to possess relatively lower crash rates, but higher fatality and injury rates, when compared with other counties within the 18-county metropolitan planning boundary.

### 6.2.2 Historic Crash Data

The Clayton County fatality data for the years 1997 through 2005 are presented in Table 6-9 by various categories employed by the National Highway Traffic Safety Administration's (NHTSA) National Center for Statistical Analysis. These categories include vehicle type, alcohol or speeding related fatalities and numerous other groupings.

**Table 6-9:  
Clayton County Fatality Totals by Category, 1997-2005**

<b>Fatality Categories</b>	<b>1997</b>	<b>1998</b>	<b>1999</b>	<b>2000</b>	<b>2001</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>
Total Fatalities	33	22	27	26	35	28	30	20	30
Alcohol-Related	13	6	10	10	15	7	10	7	9
Single Vehicle	16	13	11	11	20	12	13	9	11
Non-Junction	25	15	21	18	28	21	27	16	18
Intersection	5	6	4	7	5	5	3	4	6
Intersection-Related	0	0	0	0	0	1	0	0	2
Speeding Involved	9	4	7	4	15	5	2	5	6
Pedestrians	4	4	6	3	4	5	3	4	4
Pedal-cyclists	0	2	2	1	0	1	1	1	0
Large Truck Involved	3	3	9	7	5	3	1	1	3
Roadway Departure	16	7	9	10	22	13	18	7	13
Passenger Car Occupants	15	8	8	17	19	15	12	9	12
Light Truck/Van Occupants	10	5	9	5	10	3	9	5	11
Other/Unknown Occupants*	1	1	1	0	0	0	0	0	2
Total Occupants*	26	14	18	22	29	18	21	14	25
Motorcycle Riders	3	1	1	0	2	3	5	1	1

Source: Motor Vehicle Traffic Safety Facts, National Center for Statistical Analysis 2001 and 2007

\*Does not include motorcycles

The total number of crash-related fatalities occurring in Clayton County during the period from 1997 and 2005 ranged from a low of 20 to a high of 35. The average number of fatalities per year was 28. A 35 percent increase in the total number of fatalities in Clayton County occurred between the year 2000 and 2001. The increase stabilized between 2001 and 2002 and then returned to earlier, lower levels in 2003. This temporary increase was due to an increase in the number of alcohol-related, single vehicle, non-junction, speeding, roadway departure, passenger car/total occupant, light truck and van, and motorcyclist related fatalities. The largest increase was associated with the speeding-related fatality category.

### 6.2.3 Crash Locations

To provide a more detailed assessment of traffic safety in Clayton County, crash data were obtained from GDOT. Annual averages were computed for a three-year period, beginning in 2004 and ending in 2006, using the CARE data analysis software package.

Crash totals at intersections were evaluated to identify the top 30 high frequency crash locations, the results are presented in Table 6-10. More than 30 intersections have been flagged because three locations experienced a total of 106 crashes each. Among the top ten high frequency crash locations identified, five occur at intersections along Tara Boulevard-US 19/41. The numbers in the map key column of Table 6-10 correspond to the numbered crash locations illustrated in Figure 6-6. Figures 6-7 through 6-13 depict these locations within each of the seven municipalities.

Table 6-10:  
High Frequency Intersection Crash Locations, 2004-2006

Figure 6-6:  
High Frequency Intersection Crash Locations, 2004-2006

**Figure 6-7:**  
**City of College Park**  
**High Frequency Intersection Crash Locations, 2004-2006**

Figure 6-8:  
City of Forest Park  
High Frequency Intersection Crash Locations, 2004-2006

**Figure 6-9:**  
**City of Jonesboro**  
**High Frequency Intersection Crash Locations, 2004-2006**

Figure 6-10:  
City of Lake City  
High Frequency Intersection Crash Locations, 2004-2006

Figure 6-11:  
City of Lovejoy  
High Frequency Intersection Crash Locations, 2004-2006

Figure 6-12:  
City of Morrow  
High Frequency Intersection Crash Locations, 2004-2006

Figure 6-13:  
City of Riverdale  
High Frequency Intersection Crash Locations, 2004-2006

Table 6-11 presents the top 30 high crash rate locations on the state and county roadway network in Clayton County. The rates were computed on segments greater than 0.2 miles in length with ADT volumes greater than 400 vehicles per day (vpd). Intersection crash data was excluded from the computation. For this reason, it is not appropriate to compare the resulting segment crash rates against statewide averages. The high crash rate locations listed are illustrated in Figure 6-14. The numbers in the map key column in the table correspond to the numbered accident locations in the figure.

### 6.2.4 Clayton County Crash Characteristics

As mentioned previously, GDOT’s CARE database served as the primary tool for the identification of the higher intersection crash frequency locations and higher mid-block crash rate segments, as the CARE database provides the critical data elements, such as mileposts, needed for identifying mid-block crash locations. The CARE database included data through 2006. To supplement the CARE data, a crash database maintained by Clayton County was employed for analysis of more recent available crash data. The data reviewed includes an approximate three-year period from July 2004 through June 2007. The resulting summary level data is tabulated in Tables 6-12 through 6-17 and includes both the 2004 through 2006 GDOT data and the 2007 Clayton County data. The totals and averages reported in the tables were computed using the GDOT data. The 2007 Clayton County data was not included in that calculation; it was kept separate from the GDOT data since the data are derived from different sources.

As shown in the data summarized in Table 6-12, the total number of crashes occurring in Clayton County between 2004 and 2006 was 32,906, including 25 fatal crashes, 2,879 injury crashes, and 8,064 property damage only crashes. This results in an annual average of 10,969 crashes per year. Of the total crashes, 278 involved pedestrians and 71 were cyclist-related crashes. On average, 93 crashes involving pedestrians and 24 cyclist-related crashes occur annually. Of the pedestrian and cyclist-related crashes, 14 resulted in pedestrian fatalities and one resulted in the death of a cyclist.

**Table 6-12:  
Clayton County Crash Summary, 2004-2007**

Description	2004	2005	2006	Total*	Average*	2007
Crashes	11,205	11,271	10,430	32,906	10,969	4,803
Injury Crashes	2,914	2,934	2,790	8,638	2,879	1,205
Injuries	4,399	4,359	4,286	13,044	4,348	1,771
Fatal Crashes	21	27	28	76	25	22
Fatalities	22	30	31	83	28	25
Property Damage Only (PDO) Crashes	8,270	8,310	7,612	24,192	8,064	3,576
Pedestrian Related Crashes	90	92	96	278	93	30
Crashes Involving Cyclist	24	26	21	71	24	5

Source: GDOT CARE Database and Clayton County’s Accident Database

\*The totals and averages are computed for 2004 through 2006 and do not include the 2007 data since the data was obtained from separate sources.

Table 6-11:  
High Crash Rate Locations

Figure 6-14:  
High Crash Rate Locations

From the data shown in Table 6-13, approximately 88 percent of the crashes occurring within Clayton County are associated with an on-roadway location of impact. Approximately 77 percent occur off-road, and three percent occur on the roadway shoulder. A relatively small percentage fall within the other categories: median (0.5 percent), ramp (1.4 percent) and gore (0.2 percent).

**Table 6-13:  
Location of Impact, 2004-2006**

Location of impact	2004	2005	2006	Total	Average
On Roadway	9,876	9,958	9,100	28,934	9,645
On Shoulder	315	276	396	987	329
Off Roadway	802	788	706	2,296	765
Median	52	60	47	159	53
Ramp	133	170	160	463	154
Gore*	27	19	21	67	22

Source: GDOT CARE Database

\*A gore refers to the area between a through roadway and an exit or entrance ramp and is defined by two wide solid white lines that guide traffic entering or exiting a roadway.

Crash collision type is summarized in Table 6-14. Approximately 44 percent of the crashes occurring within Clayton County are rear-end collisions. The second most frequent type encountered is the angle (27 percent) collision.

**Table 6-14:  
Collision Type, 2004-2007**

Collision Type	2004	2005	2006	Total*	Average*	2007
Angle	3,082	3,126	2,709	8,917	2,972	1,327
Head On	259	232	210	701	234	151
Rear-End	4,977	4,907	4,677	14,561	4,854	2,082
Sideswipe - Same Direction	1,074	1,157	1,110	3,341	1,114	506
Sideswipe - Opposite Direction	249	247	251	747	249	129
Not A Collision With A Motor Vehicle	1,564	1,602	1,473	4,639	1,546	604

Source: GDOT CARE Database and Clayton County's Accident Database

\*The totals and averages are computed for 2004 through 2006 and do not include the 2007 data since the data was obtained from separate sources.

As shown in Table 6-15, roughly 50 percent of the crashes are mid-block and 50 percent are intersection crashes. The percentage of mid-block crashes appears to be increasing slightly in 2007 to 57 percent, according to the Clayton County crash records.

**Table 6-15:  
Mid-block versus Intersection Crash Location, 2004-2007**

Location	2004	2005	2006	Total*	Average*	2007
Mid-Block	5,722	5,574	5,093	16,389	5,463	2,694
Intersection	5,483	5,697	5,337	16,517	5,506	2,109

Source: GDOT CARE Database and Clayton County's Accident Database

\*The totals and averages are computed for 2004 through 2006 and do not include the 2007 data since the data was obtained from separate sources.

Pedestrian crash trends are shown in Table 6-16. On average, approximately 5.1 percent of the pedestrian crashes in Clayton County were fatal during the period from 2004 through 2006. Thus far, in 2007, the percentage has remained roughly the same, at 6.7 percent.

**Table 6-16:  
Pedestrian Crashes, 2004-2007**

Pedestrian Crashes	2004	2005	2006	Total*	Average*	2007
Fatal Crash	4	3	7	14	4.7	2
Non-Fatal Injuries	70	75	79	224	74.7	22
PDO Crash	16	14	10	40	13.3	6
Total Crashes	90	92	96	278	92.7	30

Source: GDOT CARE Database and Clayton County's Accident Database

\*The totals and averages are computed for 2004 through 2006 and do not include the 2007 data since the data was obtained from separate sources.

Cyclist crash trends are shown in Table 6-17. Approximately 1.4 percent of cyclist crashes occurring within Clayton County were fatal during the period from 2004 through 2006. No cyclist fatalities have occurred thus far in 2007.

**Table 6-17:  
Cyclist Crashes, 2004-2007**

Cyclist Crashes	2004	2005	2006	Total*	Average*	2007
Fatal Crash	1	0	0	1	0.33	0
Non-Fatal Injuries	18	20	16	54	18.0	4
PDO Crash	5	6	5	16	5.3	1
Total Crashes	24	26	21	71	23.7	5

Source: GDOT CARE Database and Clayton County's Accident Database

\*The totals and averages are computed for 2004 through 2006 and do not include the 2007 data since the data was obtained from separate sources.

### 6.3 Clayton County Railroad Crash and Crossing Data

Data from the Federal Railroad Administration (FRA), Office of Safety Analysis, was obtained for the purpose of inventorying at grade rail crossings and identifying any safety issues. Safety records were compiled on accidents or incidents occurring within the last 15 years.

According to the FRA Highway-Rail Crossing Inventory, a total of 12 at grade railroad accidents/incidents occurred within Clayton County between 1992 and 2007. A review of the accident reports reveals that, among the crashes identified, no fatalities occurred and only one accident resulted in injury. Seven of the crashes involved vehicles moving over crossings; three were associated with vehicles stopped on crossings, and two involved stalled vehicles. The crash data, for the approximately 15 year period between 1992 and 2007, is summarized in Table 6-18.

**Table 6-18:  
Rail-Vehicle Crash History at At-Grade Railroad Crossings in Clayton County**

Date	Railroad	Grade Crossing ID	Type of Vehicle <sup>1</sup>	Highway Name	Circumstance of Accident	Casualties/Injuries
5/13/2007	NS	717980V	Other Motor Vehicle	Old Dixie Hwy.	Hwy. user struck by rail equipment	None
7/15/2005	NS	717985E	Truck-Trailer	Aviation Blvd.	Hwy. user struck by rail equipment	None
7/13/2003	CSX	050340X	Auto	Bell St. W.	Hwy. user struck by rail equipment	None
5/10/2002	NS	718392R	Truck-Trailer	Bouldercrest Rd.	Hwy. user struck by rail equipment	None
12/16/1999	NS	717970P	Auto	Jonesboro Rd.	Hwy. user struck by rail equipment	None
8/13/1999	NS	718127B	Auto	SR 54 /Jonesboro Rd.	Hwy. user struck by rail equipment	None
11/17/1998	NS	717980V	Truck	Old Dixie Hwy.	Rail equipment struck by hwy. user	One Injury (Driver)
6/2/1998	NS	717976F	Truck-Trailer	Kennedy Rd.	Hwy. user struck by rail equipment	None
9/30/1995	CGA	717985E	Auto	Aviation Blvd.	Hwy. user struck by rail equipment	None
8/23/1995	NS	718392R	Auto	Bouldercrest Rd.	Hwy. user struck by rail equipment	None
4/8/1993	CGA	717981C	Auto	Old Dixie Hwy.	Hwy. user struck by rail equipment	None
11/23/1992	CGA	717979B	Truck	Mirror Lake Rd.	Hwy. user struck by rail equipment	None

Source: FRA, Office of Safety Analysis Database, Accessed August, 2007

<sup>1</sup>Motor vehicle type categories recorded in the accident/incident reports included auto, truck, truck-trailer, pick-up truck, van, bus, school bus, motorcycle, other motor vehicle, pedestrian, and other.

## 7.0 Previous Studies/Plans and Planned Projects

In addition to the *Comprehensive Plan*, several community initiatives have been conducted, are planned or are underway in Clayton County. These initiatives include municipal comprehensive plans, LCI studies and redevelopment plans as well as regional or corridor transportation plans and projects. In order to ensure a comprehensive examination of Clayton County's current conditions and future needs, these initiatives must all be considered as part of the CTP.

### 7.1 Previous Studies

A number of relevant studies or plans have been reviewed and will serve as input to the CTP development process. An inventory of the recommendations of these plans or studies is provided in Appendix B. Relevant community plans include:

- *College Park Comprehensive Plan 2005-2025*
- *Ellenwood Town Center Redevelopment Plan*
- *Farmers Market Development Plan*
- *Forest Park Comprehensive Plan, 2005-2025*
- *Lake City Comprehensive Plan, 2005-2025*
- *Lovejoy Comprehensive Plan, 2004-2025*
- *Jonesboro Comprehensive Plan 2005-2025*
- *Riverdale Comprehensive Plan, 2005-2025*
- *Forest Park Livable Centers Initiative (LCI) Study*
- *Jonesboro LCI Study*
- *Morrow LCI Study*
- *Northwest Clayton LCI Study*
- *Riverdale LCI Study*
- *Upper Riverdale Road Corridor Redevelopment/Riverwalk*
- *Gateway Village Redevelopment Plan*
- *Mountain View Redevelopment Plan*
- *Southern Crescent Transportation Service Center (SCTSC) Feasibility Study*
- *Southside Hartsfield Redevelopment and Stabilization Plan*
- *Southern Regional Accessibility Study*
- *Hartsfield 2000 and Beyond – Ceiling and Visibility*
- *Tara Boulevard-US 19/41 Multimodal Corridor Study*
- *Atlanta-Macon Commuter Rail Study*
- *High Occupancy Vehicle (HOV) System Implementation Plan*
- *Atlanta Region Bicycle Transportation and Pedestrian Walkways Plan*
- *State Farmers Market Traffic Impact Study*
- *City of Jonesboro Traffic Circulation and Access Management Study*

### 7.2 Local Projects

Like many other governments in the Atlanta Region, Clayton County is currently benefiting from a one-cent Special Local Option Sales Tax (SPLOST). Ratified by voters in 2003 for five years, the SPLOST, when completed, is expected to fund over \$240 million in multimodal transportation improvements. Table 7-1 provides an estimated breakdown of SPLOST funds by category. Figure 7-1 shows the location of SPLOST projects.

**Table 7-1:  
Planned Clayton County SPLOST Investments**

<b>Improvement Type</b>	<b>Number of Projects</b>	<b>Estimated Cost</b>
Bridge, Culvert, and Storm Drain Upgrades	N/A	\$13 million
Intersection Improvements	22	\$22.5 million
New Roadways	6	\$6.8 million
Widen Existing Roadways	32	\$70 million
Construct Sidewalks on 47 roads	96 miles	\$11.3 million
Roadway Resurfacing	1,690 Streets	\$43 million
Improve Railroad Crossings	31	\$1.2 million
Upgrade/Pave Dirt Roads	8	\$655,000
Upgrade Traffic Communications Center	N/A	\$5.2 million
Modernization/Improvement of Traffic Signals	30 (new)	\$8.4 million
Replacement and Improvement of Road Signs	N/A	\$4 million
Miscellaneous Safety Projects	N/A	\$3.6 million
Non-Transportation SPLOST projects	N/A	\$4 million

Source: Clayton County

While the SPLOST program includes numerous near-term projects, it is important to note that county staff has identified projects through the regional planning process and have included them in ARC's RTP and TIP, which are discussed in the following sections.

### **7.3 ARC Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP) Projects**

In the draft ARC *Envision6 RTP/FY 2008-2013 TIP*, there are 42 projects listed within Clayton County. Of these, 30 projects have at least one phase (preliminary engineering, right-of-way acquisition, and/or construction) scheduled for the TIP period (FY 2008–FY 2013), while the other 13 are scheduled for long range (FY 2014–FY 2030). Some general facts about the TIP projects are provided in Table 7-2. The projects are split among a variety of sponsors such as HJAIA, GRTA, GDOT, the cities of Jonesboro, Forest Park and Morrow as well as Clayton County. The draft *Envision6 RTP* and *FY 2008-2013 TIP* are scheduled for adoption by the ARC in fall 2007. Figure 7-2 depicts the locations of the RTP and TIP projects in Clayton County.

Figure 7-1:  
Clayton County SPLOST Projects

**Table 7-2:  
ARC *Envision6* 2008-2013 TIP Project Types in Clayton County**

<b>Project Type</b>	<b>General Description</b>	<b>Project Count</b>	<b>Percent of Total</b>
Roadway Capacity	Widening Roadway, Additional Travel Lanes	9	31%
Pedestrian Facility	Add Sidewalks, Crosswalks	7	24%
Interchange Capacity	Widening Ramps, Bridge	3	10%
Roadway Upgrade	Turn Lanes, Signals, Drainage, Shoulders	3	10%
Transit Facilities	Park and Ride Lots, Buildings	2	7%
Intelligent Trans. System	Surveillance, Signal Timing	2	7%
Managed Lanes	High-Occupancy Toll Lanes	2	7%
Bridge Capacity	Widening Roadway, Additional Travel Lanes	1	3%
Bridge Upgrade	Turn Lanes, Widened Travel Lanes	1	3%
<b>Total</b>		<b>30</b>	<b>100% (rounded)</b>

Source: ARC

Due to significant increase in construction materials and right-of-way costs, the amount of financial resources available to fund transportation projects was seriously reduced. As a result, the ARC, working with state and local partners, prioritized transportation investments to develop the region’s next transportation plan, *Envision6* and its associated TIP. Once the technical work was completed, ARC staff presented transportation investments in three groups. First was the “constrained” list that includes projects that will continue to move forward with adequate funding. In most cases, these projects have already made significant progress in the design, environmental, and/or right-of-way phases. It should be noted that ten projects are included on ARC’s “Projects of Concern” list, which states these projects have been reprogrammed at least two times since originally appearing in the TIP. ARC has flagged these projects for possible removal from future TIPs, due to the lack of implementation. The Projects of Concern (shaded) and more detailed information for all 42 projects are listed in Table 7-3. Second is the “unfunded” list which includes projects that were deemed important to regional mobility and congestion but were not funded due to the financial shortfall. These projects are listed in Table 7-4. The final table, Table 7-5, lists those projects that were dropped from the regional plan altogether. In most cases, these projects have already been completed, have lost public or political support, or were contradictory to regional, state, and/or local goals and policies. The region’s transportation plan is a fluid document that is typically updated every 2-3 years with the regional program (TIP) updates occurring every 12-18 months.

[Figure 7-2:](#)  
[Clayton County RTP and TIP Projects](#)

[Table 7-3:](#)  
[Constrained ARC Envion6 RTP and 2008-2013 TIP Projects in Clayton County](#)

Table 7-4:  
Unfunded ARC *Envision6* RTP and 2008-2013 TIP Projects in Clayton County

[Table 7-5:](#)  
[Dropped ARC Envision6 RTP and 2008-2013 TIP Projects in Clayton County](#)

## 8.0 Existing and Planned Schools

Educational facilities pose significant impacts on daily and seasonal travel demand. The capacities of existing and planned schools can affect the degree of residential land use and development in their vicinities. Schools can be major employment generators, attracting teachers, administrators, and support staff. Many facilities regularly host special event activities (performances, sporting events, public meetings, etc.) that draw traffic from throughout the neighborhood, county and region. Finally, the presence of thousands of students traveling as pedestrians and on hundreds of school buses and vehicles can affect morning peak and mid-day travel patterns. An assessment of the education system in Clayton County is therefore a vital component of a comprehensive transportation plan.

### 8.1 Clayton County Public Schools

Serving a total enrollment of over 50,000 students, Clayton County Public Schools (CCPS) is the sixth largest school district in the state of Georgia and the sixth largest in metropolitan Atlanta. Its enrollment through fall 2003 ranked as the 85<sup>th</sup> largest in the United States. Enrollment is expected to surpass 55,000 students by 2010. CCPS manages an extensive school bus transportation network. Its fleet of 544 buses transports 35,000 pupils each school day, reaching 7,000 stops throughout the county while traveling 17,000 vehicle miles.

Currently there are 35 elementary schools, 14 middle schools and eight high schools in the CCPS system, as listed in Table 8-1 and illustrated in Figure 8-1. The school district also maintains one alternative education program and one special education alternative school in Jonesboro. The South Metro Psychoeducational Program, a partnership among Atlanta Public Schools, Fulton County Schools and CCPS, operates a school at the Ash Street Center in Forest Park. An open-campus high school and career-learning program supporting students in partnership with local technical colleges operates from the Perry Learning Center in Jonesboro. CCPS authorizes two elementary-level charter schools, including a new dual-language school in Forest Park, and a core-knowledge curriculum-based academy in Riverdale.

The school district coordinates with the Clayton County Department of Transportation (CCDOT) to ensure efficient traffic flow in the vicinity of school campuses. Following facility expansion and redistricting, the school bus network was optimized with staggered starting times in 2006 to eliminate the need for middle school and high school students to connect to a second bus for home trips.

In March 2005, the CCDOT completed comprehensive studies of vehicular and pedestrian access at 16 CCPS campus sites. The sites include 10 elementary, four middle and two high schools. A summary of each study is provided in Table 8-2. Short-range improvements involving vehicular and pedestrian safety are prioritized for implementation. Off-site improvements include sidewalk construction, improvement of existing sidewalks to meet ADA standards, traffic signals or crossing guards at driveway entrances, turning lanes, school-zone signage and roadway striping, and speed zone enforcement programs. Most short-term improvements are funded via SPLOST.

CCPS developed and operates a Performing Arts Center on Mount Zion Parkway. The facility features a concert hall with a seating capacity of 1,800, the third largest auditorium in metropolitan Atlanta. Since its opening in 1990, the multi-purpose venue hosts between 400 to 500 annual events for CCPS students and the general public.

Table 8-1:  
Clayton County Public Schools – Educational Facilities

Figure 8-1:  
Clayton County Schools

[Table 8-2:](#)  
[Clayton County School Traffic and Pedestrian Access Studies \(2005\)](#)

### **Private Primary and Secondary Schools**

In 2007, the relocation of two major private schools, the Busey Campus of Woodruff Academy (to College Park in Fulton County) and the Creekside Christian Academy (formerly Community Christian Academy, to McDonough in Henry County), and the closure of their former campus buildings significantly reduced the number of students attending private institutions in Clayton County. Currently there are five faith-based private schools offering instruction between pre-kindergarten and 12<sup>th</sup> grade.

## **8.2 Higher Education**

Situated on 163 acres in Morrow, Clayton State University is the county's sole four-year post-secondary institution under the University System of Georgia. Clayton State University enrolls approximately 6,000 students in degree-granting undergraduate and graduate programs. Clayton State continues to expand its academic and extracurricular programs as well as its campus. Construction of a new on-campus housing facility and an activity center for students is scheduled for completion in 2008. Clayton State University continues to coordinate with local governments and the state to incorporate proposed transportation infrastructure improvements that are consistent with its campus master plan and strategic plan.

Private for-profit non-residential campuses in Clayton County include Strayer University in Morrow and one of two Atlanta Metro campuses of Embry-Riddle Aeronautical University near HJIA. Strayer's Morrow campus in the Southlake area offers undergraduate and graduate courses in business, education, health services and information systems. During evening hours, Embry-Riddle provides undergraduate and graduate degree and certificate programs for aviation management and operations.

## **8.3 Planned Schools**

In 2005, CCPS completed a five-year *Facilities Plan*, funded locally through SPLOST, to renovate and expand its building stock and facilities. The SPLOST funding led to the construction of six new elementary schools, one new middle school, one new high school, and a charter academy. Despite this expansion, since 2005, over 100 modular instructional units were added to 14 existing schools to accommodate projected growth in enrollment and programs, bringing the current total of modular classrooms to 160. The latest round of approved SPLOST funding and a school construction bond package from the State of Georgia will allow CCPS to construct one additional elementary school, while expanding and renovating classrooms at seven schools by the end of the 2007-2008 academic year. Future plans for expansion include a ninth high school behind the Southern Regional Medical Center and a new middle school near Hampton, between the River's Edge Elementary and Lovejoy Middle schools.

## 9.0 Community and Stakeholder Input

A strong public involvement program is essential for understanding community needs and issues. To direct public outreach and input activities, a Stakeholder and Public Involvement Plan (SPIP) has been developed to guide the public participation program. This section briefly discusses current and future activities to inform the study as well as input received to date.

### 9.1 Public Involvement Plan

The Clayton County SPIP approach provides for ongoing information dissemination to the stakeholders and public as well as opportunities for input at key study milestones. Major elements of the public involvement effort include development of a Technical Steering Committee (TSC), a Stakeholder Advisory Committee (SAC) and public information meetings.

In order to ensure technical coordination between the various federal, state, and local agencies responsible for the formulation of policies and implementation with respect to transportation projects, a TSC has been established to provide overall direction and guidance throughout the planning process. Coordination efforts with these various agencies will include reviewing technical materials, identifying key needs and opportunities, reviewing potential solutions to transportation system needs, and providing input regarding measures necessary for successful implementation of the plan's recommendations. An essential component of the planning process will be the formulation of a SAC comprised of elected officials, transportation, environmental, civic, and business organizations, residents and property owners, transportation providers, environmental justice organizations, the media, and other interested groups and individuals as identified through the outreach process or as interest is shown during plan development.

Stakeholders will also be selected for interview by the study team to gain information in the areas of government coordination, roadway needs, multimodal needs, and land use. They may include county elected officials, area agency staff, municipality staff and elected officials, business leaders, chambers of commerce representatives, and/or civic organization representatives.

The study team will conduct three rounds of public outreach during the course of the study to generate public awareness and ultimately public acceptance of the Clayton County CTP. Each round of outreach will include a meeting or activity in each of the four County Commission Districts. In addition to regular public outreach activities, the study team will conduct two focus groups (guided small group discussions) to gain focused feedback on existing and future conditions in Clayton County and potential improvement alternatives.

Additional public information and public relations activities will include a study website, study fact sheets and outreach to media establishments. Table 9-1 summarizes planned outreach activities and their purpose.

**Table 9-1:  
Study Public Outreach Activities**

<b>Activity</b>	<b>Meeting Date(s)</b>	<b>Purpose</b>
Public Information Meetings	September 2007	Kick-off study and present existing conditions
	January 2008	Review identified transportation needs
	May 2008	Obtain input on draft plan recommendations
Technical Steering Committee Meetings	August 29, 2007	Initiate study
	October 2007	Review existing conditions
	January 2008	Review multimodal needs assessment
	March/April 2008	Review a range of alternatives to address the issues and opportunities
	June 2008	Review proposed transportation recommendations
	August 2008	Review final recommendations and plan development documentation
Stakeholder Advisory Committee Meetings	September 6, 2007	Initiate study
	November 2007	Review existing and future conditions in Clayton County and to identify needs, issues, and opportunities
	April 2008	Review a range of alternatives to address the needs, issues, and opportunities in Clayton County
	July 2008	Review draft recommendations for multimodal transportation improvements

## 9.2 Input Received

To date, two meetings have been held with two key stakeholder groups: the Technical Steering Committee (TSC) and the Stakeholder Advisory Committee (SAC). The feedback on transportation needs and issues from these meetings is summarized below.

### Congestion

- Bottleneck location: US 19/41 at Upper Riverdale Road, near I-285, SR 54 at I-75
- Tara Boulevard is congested during commuting hours
- Major travel corridors cannot accommodate travel during peak hours and cannot respond to changes in travel patterns and land use changes

### Access Control

- Look at controlling access along Tara Boulevard

### Connectivity

- East-West connectivity in the county is primarily served by SR 138 through Jonesboro – additional east-west connectivity should be examined
- EMS needs to be involved in the planning process to discuss access and connectivity
- Look at Flint River Road and Walt Stevens Road – improvement is needed for connectivity
- Look at the possibility of extending Anvilblock Road through Fort Gillem
- North-South connectivity through Clayton County is limited to Tara Boulevard due to residential development patterns and water availability
- There is a proposed road from Woolsey to Hampton to connect to SR 20

- Examine potential traffic signal improvements

#### Safety and Security

- Slow speeds, 60 mph is common on SR 54 and US 19/41. US 19/41 is like many regional commercial corridors, too many curb cuts, too many signs. Expectation that land use planning and regulations will address this issue in the near future.

#### Bridges

- Be sure the study addresses structurally deficient bridges

#### Transit

- Look at transit needs of County and adjacent Counties
- Develop comprehensive transit plan and determine where new transit routes should be located – provide alternatives that people want to use and go to where the people are
- Use C-TRAN routes to maximize existing and potential park and ride lots
- Marketing the availability of C-TRAN is necessary
- Ensure that amenities such as sidewalks and bus shelters are available to support transit use.
- Rex/Ellenwood/Morrow is a growing area that is prime for transit expansion
- Consider benefits and impacts of commuter rail
- Examine access to recreation centers (sidewalks, transit, bicycle paths, etc.)

#### Land Use

- Look at relationship of transportation and land use – Is transportation supporting land use and land use supporting transportation?
- Look at land use around proposed commuter rail stations to ensure compatibility
- Right-of-way (ROW) must be preserved now for future roadway needs – the development policies must be reexamined to ensure ROW preservation
- Greenspace protection is needed
- County control over land uses is needed to support/influence transportation
- Need to develop zoning and land use plans and stick to them. Land is limited; jobs and business are decreasing; there are currently a lot of underutilized transportation facilities

#### Signage

- Changeable Message Signs (CMS) signage needs to provide more specific information related to the location of bottlenecks
- Vary the message on Interstate boards to indicate travel times at least 20 miles down the interstate.
- Possible need for additional CMS signs at new locations

#### Freight

- Dedicated lanes for trucks needed on the interstates

#### Park and Ride Lots

- Need for better placed park and ride lots – examine existing private lots for park and ride use
- The new park and ride lot at SR 138 and I-75 will not be utilized – bad location

### Aging Population

- Transportation services for the aging needed for medical services and for socialization – needs to be more efficient and reliable

### Traffic Generators

- Atlanta Motor Speedway is a major economic generator - access to and mobility near the site needs to be examined
- Hartsfield-Jackson Atlanta International Airport – look at mobility and access near the airport
- Be sure to examine access to DRI at West Fayetteville and Norman – currently Level of Service “F”
- Look at growth, access and mobility at Southlake Mall and Clayton State University (potential or proposed improvements to SR 54)
- Be sure to look at the Southern Regional Medical Center Satellite Facility being developed near SR 138
- Fort Gillem redevelopment will impact transportation system (7,000-9,000 new jobs; single family housing; 3-4 years to begin development; need to look at build out year; traffic study will be conducted.
- The new trend in healthcare is to spread service providers throughout the county – transportation needs to accommodate this trend
- State Farmer’s Market – potential 25-30 additional acres available for development as a wholesale distributor – additional truck traffic – the plan is currently under consideration and GDOT plans to improve access to enhance accessibility

### Bicycle and Pedestrian

- More emphasis needs to be given to bicycle and pedestrian facilities in the future
- Pedestrian crossings on corridors like SR 85 and US19/41 is needed
- Alternate means of transportation is needed (bike/ped) to support mixed use development
- Board of Education needs to participate in funding sidewalks near schools
- Sidewalk buffers are needed on major roadway projects to provide greater separation from roadway
- Examine access to recreation centers (sidewalks, transit, bicycle paths, etc.)

### Grade Separation

- Possible grade separation needed at Upper Riverdale and Tara Boulevard
- Look at additional railroad grade separation opportunities

### Overall System

- Identify where traffic is desirable and where traffic should be minimized taking into account residential areas and rural areas to ensure that traffic impacts are kept to a minimum in these sensitive areas. Funding should be focused on improving the transportation system in areas where traffic is desirable.
- Look at Bulls Borough in Coweta for a good example of commercial connectivity. Interparcel access needs to be mandatory. College Park has been successful on Old National Highway.
- Promote flex time to reduce peak hour volume.

### General

- There is a lack of local influence on state routes in local communities – suggested using SPLOST funds to balance influence
- The mix of local and commuter traffic using the same routes does not work – suggested looking for solutions that serve primarily commuter trips and others that serve primarily local trips
- Board of Education needs to be involved in the planning process
- Human behavior needs to change to maximize alternatives to traditional travel (incentives, education, etc.)
- Healthcare depends on access regardless of mode

### **Top Transportation System Priorities:**

- Improve transit (all forms including C-TRAN expansion and Commuter Rail)
- Development density and commercial opportunities at Commuter Rail Stations
- New grade separated crossings
- Land use and transportation coordination
- Ensure recommendations are implementable
- Look at funding options to ensure maximization of available funding
- Ensure the “complete street” concept of including all desirable mode improvements in a project is followed
- Interagency (federal, state, regional, and local) coordination
- Roadway connectivity
- Separation of local through traffic
- Policies to change behavior (public education of traveling impacts, living closer to employment centers, etc.)
- Beautification/aesthetics
- I-75/I-675 redesign
- Accessibility to local recreational amenities
- Mixed use transit oriented development

### **Potential Obstacles to Plan Implementation:**

- Funding/Financial constraints – increasing ROW costs create need for change to policies to enable ROW needed for the future to be protected now
- Stakeholder and public involvement must be very widespread and very inclusive in order for the public to support recommendations
- The implementation process for certain types of improvements could be streamlined. As it is now, large and small projects have to go through the same involved process. Look at the possibility of streamlining certain types of projects.
- Policies need to be established that support land use and transportation simultaneously and the variances need to be kept to a minimum.
- Politics
- Lack of public education

## 10.0 Summary of Findings and Next Steps

The *Inventory of Existing Conditions* is the first of a series of reports completed for the Clayton County Comprehensive Transportation Plan (CTP). Started in 2007, the CTP will provide a long-range transportation plan for the county. Partnered with the municipal and county's Comprehensive Plans, the CTP will provide the county and its municipalities with a long term vision for transportation infrastructure and its association to land uses over the next twenty years.

Data for the *Inventory* was collected through a variety of sources including Clayton County, the ARC, GDOT, GRTA, Norfolk-Southern, CSX-T, city governments, the U.S. Census, and various departments in the Federal Government.

Located in the southern portion of the Atlanta region with a 2006 population estimate of 271,240, Clayton County and its municipalities; Jonesboro (the county seat), College Park, Forest Park, Lake City, Lovejoy, Morrow, and Riverdale, cover 143 square miles. When comparing Clayton County to the rest of the Atlanta region, the county ranks 17<sup>th</sup> out of 18<sup>th</sup> in total area but is fifth in overall population. The residents of the county are served by five commissioners via four commission districts and one chair elected at-large.

### 10.1 Community Context

In terms of county growth, Clayton County has seen strong growth since 1980 with population increasing over 57 percent from 1980 to 2000 and 15 percent in just the last six years. It is important to note that the county has continued to gain population in the face of losing households in the northwest section of the county. This was due to neighborhood buyouts related to the expanded noise abatement zones for the new runway and associated expansion projects at Hartsfield-Jackson Atlanta International Airport (HJIA). The major concentration of population resides in the cities. About 20 percent of the county's total population resides in a city. Riverdale leads the municipalities with a population density at 5.69 persons per acre followed by Forest Park (3.68/ac.), Morrow (2.86/ac.), Lake City (2.37/ac.), Jonesboro (2.35/ac.), and Lovejoy (1.65/ac.). Additionally, population is concentrated along the county's major transportation corridors such as I-75, US 19/41, SR 85, SR 138, and US 23/SR 42.

While the population growth has been consistent with growth rates across the state of Georgia, Clayton County's job growth has lagged behind. Additionally, the jobs-to-worker ratio has decreased about 5 percent since 1990 to 0.78. However, based on ARC estimates for the region's new *Envision6* transportation plan, employment in the county is expected to rise nearly 30 percent by 2030. Employment is concentrated to the northern half of the county specifically along the I-285 and I-75 corridors. There is also a concentration of employment in a triangle formed by Riverdale, Morrow, and Jonesboro southeast of HJIA and south of I-75.

One of the more important aspects during development of a CTP is studying where people and goods are going and how they are getting there. Upon review of the U.S. Census data, over 78 percent of Clayton County residents use their car, traveling alone, to get to work. This number is lower than it was in 1990 but has increased since 2000 and is trending upward. The average commute time for Clayton County residents is 31.7 minutes compared to the statewide average of 27.2 minutes. Nearly 33 percent of commuters in Clayton County also are leaving earlier

each morning than the perceived “rush hour” time of 7:00 A.M. Trips are generally spread out over the southern part of the region with the highest concentration traveling to Fulton County or staying inside Clayton County for work. Workers coming to Clayton County originate primarily from Henry and Fulton Counties.

When compiling U.S. Census data, the county’s population is predominantly minority with just over 65 percent of the total population being non-white. When one drills down further, the non-white population within the municipalities varies widely from 38 percent in Lovejoy to over 81 percent in Riverdale. One important piece of information to examine is the presence of populations aged over 65, living under the poverty level or live in a household with access to a car or other vehicle. Collectively, these groups are addressed at the Federal level through Executive Orders and transportation legislation related to environmental justice. The orders defining environmental justice state there cannot be a disproportionately high or adverse impact on low-income or non-white populations. Therefore, suggested transportation projects and policies must be developed in an open and fair process. As development of the CTP continues, inclusion of these communities is vital to ensure successful implementation.

The majority of land use in the county, especially in the northern and western sections, is residential covering 47 percent of the over 92,300 acres of land. Upon closer investigation, the highest residential land use is medium-density residential (0 to 12 units per acre) at 37 percent (of overall total) with low-density residential (0 to 4 units per acre) and other residential uses each at five percent. Open space follows as the most predominant land use at 20 percent while commercial and industrial uses add seven and five percent, respectively.

Based on the county’s Comprehensive Plan and land use forecasts out to 2025, mixed use will replace residential use as the dominant land use with 27 percent of the county’s total acreage. A major increase is anticipated in other land use categories, especially the Parks/Recreation, Neighborhood Commercial and Conservation Residential categories, where the Comprehensive Plan forecasts indicate an over 800 percent increase between current and future forecasted conditions.

As part of the Comprehensive Plan development in 2005, the citizens of Clayton County identified several priorities as part of their visioning process that include:

- Stabilization of single-family residential neighborhoods and the development of new, high quality and “executive”-style single-family housing;
- Use of conservation subdivision ordinances to conserve open space and natural features;
- Development of new office and industrial parks to increase the county’s tax base and provide local employment opportunities;
- Capitalizing on the economic development potential provided by HJAIA; and,
- Minimization of the negative impacts of the Airport on the immediate community.

Additionally, several issues specific to the relationship of land use and transportation were identified including the impact of HJAIA’s expansion, a review of low-density development and its impact on the transportation infrastructure, and economic stimulation of low-income and blighted areas throughout the county. As part of the *Inventory* in terms of land uses and the link to transportation, it became clear the County has put additional emphasis to land use and how

to improve quality of life and strengthen Clayton County's position as an attractive place to work and live.

## 10.2 Environmental Conditions

As part of the environmental review, a number of data sources related to open water sources and historic sites and structures were reviewed. Focusing on the open water features, the analysis revealed the county has 36 lakes and 18 named streams. Of the streams and rivers, seven were listed on the "303(d) List" or those that are classified as impaired due to increased levels of pathogens. Additionally, there is a high concentration of wetlands mainly in the eastern and central parts of the county. In terms of the historic resources in the county, four sites were identified: the Crawford-Dorsey House and Cemetery; the Jonesboro Historic District; the Orr House/Stately Oaks; and the Orkin Early Quartz Site. Furthermore, six additional sites were identified as eligible for historic designation including one bridge, three structures and two historic districts. There are 55 county or city parks and no national or state parks in Clayton County.

## 10.3 Transportation Infrastructure

Moving to the transportation infrastructure within Clayton County, the *Inventory* focuses on three broad categories – roadways, public transportation, and other modes. The county has about 2,330 miles of public roadways including principal arterials such as US 19/41 and US 23, two interstates (I-75 and I-675) and numerous state routes. A majority of the roadway mileage is classified as Local and is therefore not eligible for Federal-Aid funding. There are about 250 signalized intersections in the county. Operation and maintenance of these signals is shared among the county, GDOT, and the cities of Forest Park and College Park. The majority of signals are controlled by the Type 2070 controller. A number of controllers are currently being upgraded to Type 2070 as well. Additionally, fiber optic cable is being laid to interconnect signals to more effectively manage congestion in key corridors as well as allow county staff to adjust signal timing as necessary. Finally, sizeable amounts of the signal heads in the county are being updated with LED signal heads. LED heads improve signal indication brightness, reduce power consumption, and lower maintenance requirements. There are 150 bridges in the county: 87 state, 57 county, and six private. While still in good condition, six bridges will need replacement of the bridge structure or substructure in the near future. Those bridges are located along Valley Hill Road, Upper Riverdale Road, Rex Road, Huie Road, East Conley Road, and Conkle Road. There are no weight-restricted bridges in Clayton County.

Public transportation is provided locally by C-TRAN via five local routes. C-TRAN's current fleet includes 24 buses and five paratransit vans. C-TRAN connects nearly all of the major destinations within the county including Southern Regional Medical Center, Southlake Mall, Clayton County Justice Center, State Farmers Market, and Clayton State University. C-TRAN interfaces with MARTA at the Airport and College Park rail stations and runs seven days a week. C-TRAN is the only suburban transit system currently running on Sunday. Fixed routes run generally from as early as 4:30 A.M. -12:15 A.M. throughout the week, 5:15 A.M. -11:00 P.M. on Saturday and 6:45 A.M. -10:30 P.M. on Sunday. C-TRAN ridership has grown steadily since its beginning in 2001 carrying nearly 150,000 passengers daily.

In addition to the local service, Clayton County is served by the GRTA Xpress service via two express routes. Route 441 originates at the Clayton County Justice Center with stops throughout Midtown Atlanta. Route 440 originates at the Atlanta Motor Speedway (in Henry

County), stops at the Justice Center and Southlake Mall continuing to Midtown Atlanta. Combined, the two routes carry over 730 riders daily. In fact, ridership on the 440 and 441 are so good, GRTA is adding two new routes that will provide additional service to Clayton County residents. Route 432 will connect Midtown Atlanta to a new park and ride lot being constructed at SR 138 and I-75 in Stockbridge while route 442 will connect Riverdale to Midtown Atlanta. Both routes are expected to be highly successful.

The review of existing public transportation operations showed that the span and frequencies of C-TRAN services at HJAI appears appropriate for a workforce that commutes to/from the airport at high volumes during different shifts throughout the day and evening. Despite the small size of the County relative to the service areas of other metropolitan Atlanta transit providers, the predominant north-south orientation of most C-TRAN routes along congested roadways creates some of the longest and most variable line-haul running times among local bus routes in the metropolitan area. Positive effects from long line-haul routes include directness-of-service and minimal transfer times. Negative impacts involve wide deviations in daily vehicle revenue hours, limited passenger boarding/alighting times at terminal points, extensive en-route times for long-haul commuters, schedule adherence, risk of driver fatigue, and fleet efficiency and life-cycle costs. Scheduled peak-direction travel times for C-TRAN Routes 501 and 502 range from 80-93 minutes. Virtually all MARTA bus routes, by comparison, do not exceed peak-direction times above 50 minutes. In addition, accessibility between C-TRAN stops and terminating trip points within Clayton County is hampered in many cases by the lack of connecting facilities suitable for pedestrian and bicyclist travel.

Transit-oriented redevelopments and master-planned developments are proposed and underway throughout the County, particularly from Jonesboro to points north. While it is noted that much of the interest in such development hinges on the prospects for more premium transit services, particularly rail transit, the effectiveness of encouraging C-TRAN as a chosen travel mode among eventual users of these developments will depend on service levels above what the system presently provides. Among other factors, headways of 20 minutes or lower (3 or more transit vehicles per hour) at individual stops are necessary to attract choice riders. Currently, effective headways at or above this level are available at the Airport MARTA Station stop and near Southlake Mall, due to the convergence of multiple routes with similar terminal points.

It is anticipated that the resumption of transit operations by MARTA will provide an opportunity to expedite the improving integration of fare collection practices, and to achieve better integrated paratransit operations. Further analysis will determine whether demand-responsive services can and should be provided to County communities not currently in the C-TRAN service area, particularly areas south of Jonesboro and Riverdale. Such services could provide feeder connections to key C-TRAN fixed-route stops such as Southlake Mall and the Clayton Justice Center. Finally, the addition of new Xpress park-and-ride facilities and routes in Riverdale and in Henry County near Stockbridge is likely to divert some passengers from GRTA Route 440.

In terms of freight movement through the county, numerous state and federal routes traverse the county providing suitable routing for truck movement. While most roadways can support delivery trucks, the long-haul vehicles are generally restricted to certain routes. I-75 and I-675 serve as the primary routes with SR 85 and SR 331 as well as US 19/41 acting as secondary routes. Most Clayton County roadways carry less than 5percent truck traffic with exception to

Forest Parkway (20percent) and I-75 (11percent). The county is served by three rail lines – one in the extreme northwestern portion of the county operated by CSX, one in the central and one generally moving southeast throughout the county both operated by Norfolk-Southern. The central line is expected to carry the programmed state-operated Commuter Rail scheduled for implementation within the next two years.

Clayton County is served by two airports. Hartsfield-Jackson Atlanta International Airport (HJAIA) is the world's busiest airport with over 85 million passengers passing through its terminals in 2006. Additionally, HJAIA handled over 747,000 metric tons of freight and cargo. While operated by the City of Atlanta's Department of Aviation, it is important to note that HJAIA covers about 4,700 acres in Clayton County. On a smaller scale, the county operates a general aviation airport located in Hampton, GA in neighboring Henry County. Known as Clayton County-Tara Field, the airport covers about 155 acres and handles about 1,000 annual operations.

Similar to peer counties, Clayton County's sidewalk network is discontinuous with numerous gaps or nonexistent facilities. It is important to note that several corridors have good sidewalk networks in place including Bethaisda Road, SR 138 Spur, SR 331/Forest Parkway, SR 85 (Riverdale area), Jonesboro Road, Mount Zion Road (around Southlake Mall), and Roy Huie Road as well as the downtown districts of most municipalities.

The review of the existing sidewalk revealed new sidewalks constructed due to development requirements are rarely supported by existing investments on adjacent properties. Frequent results include paths terminating mid-block (between intersections) or alternating on opposite sides of a thoroughfare. Among existing sidewalks, many are difficult to access or traverse due to the presence of obstacles and impediments, such as signage, utilities, multiple commercial driveway entrances, and/or uneven pavement surfaces. Some sidewalks were constructed prior to the establishment of ADA standards for accessibility. In addition, mid-block crossings are frequent where there are large block lengths, discontinuity in the presence or quality of sidewalks, pedestrian-trip attractors without sidewalks on their side of the roadway, or unsatisfactory conditions for crossing at intersections. Such activity is most hazardous along major arterial roads such as Tara Boulevard-US 19/41 or SR 85, particularly where there are insufficient gaps in traffic for a pedestrian to safely reach or depart from the median.

Excepting the Riverdale Road Path in College Park, the county does not have any dedicated bicycle facilities but does have segments of two statewide bicycle routes. The first is a short segment of the Little White House route that runs through College Park along US 29 and the longer Central Route segment that generally follows McDonough Road. A number of existing roadway segments have been identified as suitable for bicycle travel and despite a number of noteworthy initiatives to expand pedestrian and bicycle travel options for residents, workers, and visitors throughout the county, there is a substantial lack of connectivity among existing and proposed paths and trails, due to the insufficient provision of sidewalks and bicycle lanes along thoroughfares.

Statistics derived from Census 2000 data suggest that 38 percent of Clayton County residents held a place of employment within the county, while 44 percent of all persons employed in Clayton County chose to live within the county. The data suggest that intra-county commuting has a significant effect on peak-hour congestion on the county's regional arterial and collector roads. Efforts to improve service levels for alternative modes of transportation (pedestrian,

bicycle, transit, etc.) should include cognizance not only of trips to generators such as HJIA and downtown/Midtown Atlanta, but also key employment generators within the county.

## 10.4 Transportation System Conditions and Safety

An analysis of commuting patterns in Clayton County showed a number of interesting facts. It was found that the number of daily trips that leave the county is roughly equal to those entering the county (approx. 750,000). Additionally, nearly 20 percent of all trips begin and end within the county. Most major facilities in the county (i.e. Tara Boulevard, SR 85, Old Dixie Highway, US 23/SR 42) experience level of service of “E” or “F” or below what is considered “acceptable” in the PM peak period. Moreover, many cities reported similar LOS issues along key corridors:

- Main Street and SR 331/Forest Parkway in Forest Park;
- Riverdale Road and SR 85 in Riverdale;
- SR 54/Jonesboro Road and Lake Harbin Road in Morrow;
- Main Street and Tara Boulevard (US 19/41) in Jonesboro;
- McDonough Road in Lovejoy; and,
- West Fayetteville Road and HJIA’s loop roads in College Park.

Moving to the investigation of safety-related issue in the county, it was found that there were 30 fatalities in 2005 mainly attributed to alcohol and speed. Since 1997, the fatality number varies widely from 20 in 2004 to 35 in 2001. This information showed Clayton County had lower fatality rates when compared to the other counties in the Atlanta region. When focusing on crash data, it was found there has been an average of 11,000 crashes over a three-year period ending in 2006. Nearly all of the crashes were rear end or angle-type crashes. Focusing on intersections, it was found that five of the top 10 highest crash locations were along US 19/41-Tara Boulevard and the intersection with the highest number of crashes was Old Dixie Road at Upper Riverdale Road. While not as common, highway-rail crashes are important to note. Since 1992, there have been 12 vehicle-rail crashes. Nearly all of the crashes involved the vehicle (i.e. truck, car) bypassing the safety devices or stalling on the tracks. Only one injury and no fatalities have been reported.

## 10.5 Existing and Planned Schools

Examining the impacts of the location of educational facilities is an important component of planning for Clayton County’s transportation needs. Access and connectivity for pedestrians, school buses and vehicles will be considered and assessed as part of the CTP.

Clayton County Public Schools (CCPS) serves over 50,000 students and is the sixth largest school district in the state of Georgia and the sixth largest in metropolitan Atlanta. By 2010, enrollment is expected to surpass 55,000 students. Currently, there are 35 elementary schools, 14 middle schools and eight high schools in the CCPS system. The county is also home to five faith-based private schools and a number of alternative education schools. CCPS manages an extensive school bus transportation network of over 544 buses that transport 35,000 pupils each school day, reaching 7,000 stops throughout the county while traveling 17,000 vehicle miles.

Through the SPLOST program, the county has implemented a number of short term improvements for vehicular and pedestrian safety, including sidewalk construction, improvement of existing sidewalks to meet ADA standards, traffic signals or crossing guards at driveway entrances, turning lanes, school-zone signage and roadway striping, and speed zone

enforcement programs. SPLOST funding has also supported the construction of six new elementary schools, one new middle school, one new high school, and a charter academy. Despite this expansion, school facilities have not been able to accommodate the growth in enrollment. The latest round of approved SPLOST funding and a school construction bond package from the State of Georgia will allow CCPS to construct one additional elementary school, while expanding and renovating classrooms at seven schools by the end of the 2007-2008 academic year. Future plans for expansion include a ninth high school behind the Southern Regional Medical Center and a new middle school near Hampton, between the River's Edge Elementary and Lovejoy Middle schools.

Clayton County has three post secondary institutions: Clayton State University with an enrollment of over 6,000 students, Strayer University in Morrow, and one of two Atlanta Metro campuses of Embry-Riddle Aeronautical University near HJAIA. Clayton State continues to expand its academic and extracurricular programs as well as its campus. Construction of a new on-campus housing facility and an activity center for students is scheduled for completion in 2008. Clayton State University continues to coordinate with local governments and the state to incorporate proposed transportation infrastructure improvements that are consistent with its campus master plan and strategic plan.

### 10.6 Community and Stakeholder Input

Input from stakeholders has revealed several opportunities that exist for improving mobility and accessibility in Clayton County. During meetings with the TSC and SAC, participants were asked to mark the level of priority as "low", "medium, or "high" for each need both today and as they anticipate the level of priority in the year 2035. Seven Responses were received and the results are tallied below. The highest scoring category is shaded in blue. Table 10-1 summarizes transportation issues expressed to date and the level of priority.

**Table 10-1:  
Frequently Expressed Transportation Issues**

TRANSPORTATION SYSTEM NEED	TODAY			IN 2035		
	LOW	MEDIUM	HIGH	LOW	MEDIUM	HIGH
Congestion Relief on Major Roadways			x			x
Improved and Expanded Public Transit Service			x			x
Additional Public Transit Amenities (Sidewalks, Bus Shelters, Park and Ride Lots etc.)			x			x
Commuter Rail from Atlanta to Lovejoy		x			x	
Improved Sidewalks and Crosswalks			x		x	x
New or Improved Bicycle Facilities (On and Off-Road)		x			x	
Better Land Use and Transportation System Coordination			x			x
Maintenance of Transportation System			x			x
Improved Connectivity Between Vehicles, Walking, Biking, Transit		x	x			x
Speed Control on Roadways		x	x			x
Right-of-Way Preservation for New Construction or Widening of Roads			x			x

TRANSPORTATION SYSTEM NEED	TODAY			IN 2035		
	LOW	MEDIUM	HIGH	LOW	MEDIUM	HIGH
Expanded and Improved Use of Intelligent Transportation Systems (ITS) (i.e. Changeable Message Signs, Traffic Signal Coordination)		x			x	
Dedicated Truck Only Lanes on Interstates			x			x
Additional Grade Separations (Overpass or Underpass)		x			x	
More Mixed-use and Transit Oriented Development			x			x

### 10.7 Next Steps

As stated at the outset, the *Inventory of Existing Conditions* is the first of a series of reports completed for the Clayton County Comprehensive Transportation Plan (CTP). The next major deliverable is the *Needs Assessment* report. Based on the Inventory of Existing Conditions and input from stakeholders and the general public, transportation needs will be identified and evaluated for improving mobility and accessibility in Clayton County. Development of a needs assessment will begin to expose the deficiencies of the transportation infrastructure through the use of a variety of technical and analytical tools. This will in turn give county stakeholders information to use for the development of alternatives that will eventually lead to a prioritized program of implementable projects and policies.

# Appendices

## Appendix A National Bridge Inventory Background Information

## Appendix B Summary of Previous Studies