

**Clayton County Comprehensive Transportation Plan  
Stakeholder Advisory Committee Meeting Summary  
October 30, 2007**

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The CTP SAC reviewed the purpose statement and goals and objectives for the Comprehensive Transportation Plan and had the following general comments. Community attributes that do not fall under natural resources: parks, recreation facilities, cultural attractions, etc. also need to be identified for protection. Ensure that handicap accessibility is included. Stress the provision of improvements that can be implemented within financial constraints. Below are the resultant purpose statement and goals and objectives after input from the Technical Study Committee and Stakeholder Advisory Committee and a review by the study team.

***Purpose Statement***

The Clayton County Comprehensive Transportation Plan will guide the development of a multimodal transportation system that ensures safe and efficient movement of people and goods, supports mobility and accessibility for all users, protects natural, historic and cultural resources, and has community and regional support. The system will support quality of life and economic development by providing improved public transportation, an expanded network of sidewalk and bicycle facilities as well as roadway improvements that reduce congestion and provide access to employment, schools, and other destinations. System management and operations will be strengthened through strategic investments that emphasize system preservation and maintenance, provide improvements within financial constraints, and are planned and coordinated with land use planning at the municipal, county, and regional levels.

***Goals and Objectives***

<b>Goal: Enhance and maintain transportation system to meet existing and future needs</b>
Develop a plan for transportation improvements that can be afforded and implemented considering financial constraints
Ensure that structurally deficient bridges are improved and maintained
Implement operational improvements such as ITS, intersection improvements, striping, and signalization to improve system performance and safety
Provide for the proper maintenance of the existing transportation system
Ensure that needs for all modes appropriate to a corridor are incorporated during improvement (complete streets)
Expand transit system service areas with implementation of higher capacity transit modes (i.e. bus rapid transit, commuter rail, express bus)
<b>Goal: Ensure the transportation system promotes and supports appropriate land use and development</b>
Maintain consistency with local comprehensive land use plans (transportation serves future population and proposed land uses)
Preserve right of way for future transportation facilities
Encourage more transit-oriented development (high density with easy access to transit system)
Provide transportation alternatives that are suited to, and supported by, existing and future land uses

<b>Goal: Encourage and promote safety and security</b>
Identify safety concerns and improvements at intersections, railroad crossings, transit stops, for pedestrians and bicyclists, and along major roadways
Improve intersections that have the high crash rate history
Provide safe access from residential subdivisions to major roadways serving the subdivisions
Incorporate multimodal facilities into transportation planning
Increase public awareness on safety issues, and bring about changes in behavior that lead to a safer transportation system
Support the implementation of dedicated truck only lanes on the interstate system
<b>Goal: Improve connectivity and accessibility</b>
Ensure that planned improvements incorporate reasonable access to downtown Atlanta, major employment centers, public land uses, schools and recreation sites
Expand regional transit options to connect to areas outside of Clayton County.
Expand transit routes to serve more of the County's population.
Improve access to Hartsfield Jackson Atlanta International Airport
Improve amenities for alternative transportation (sidewalks to transit stops, bicycle racks, benches, crosswalk signals, etc.)
Improve system connectivity (sidewalks to bikeways to transit to roadways) to create a seamless intermodal network
Develop partnerships to establish and maintain a seamless integrated regional transit network
Limit access on major corridors (limit driveway cuts, provide frontage roads, etc.)
Provide additional grade separations (one road over, one road under) where major corridors intersect
Provide additional park and ride lots in strategic locations (connected to transit system)
<b>Goal: Enhance mobility for all users of the transportation system</b>
Designate routes to serve commuters while maintaining routes to serve local trips
Designate commuter routes and implement improvements to accommodate commuter movement, while maintaining routes to serve local trips.
Identify freight movement corridors and develop improvements to accommodate freight movement
Relieve congestion for vehicles on the surface transportation system
Implement transportation programs and projects that serve the population equitably per geographic area, regardless of race or income level.
<b>Goal: Promote and support economic development and redevelopment</b>
Build transportation facilities near potential economic development areas
Provide a transportation system that supports the economic development/redevelopment potential of disadvantaged communities
Support development of commuter rail through Clayton County (throughout Clayton County and the region)
Improve intermodal freight connectivity (roadways to railroads) to enhance freight movement
<b>Goal: Improve quality of life, preserve the environment, and protect neighborhood integrity</b>
Identify priority environmental resources and ensure their protection
Incorporate alternative modes that reduce negative air quality impacts
Minimize adverse community, historical, and environmental impacts during the planning and construction of transportation programs and projects
Preserve the character and aesthetics of existing neighborhoods and protect the economic health of downtown areas by ensuring that transportation improvements enhance, not harm, the character
Promote energy conservation in the future transportation system