

FEBRUARY 13, 2018

CLAYTON  COUNTY

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COMPREHENSIVE TRANSPORTATION PLAN

EXISTING CONDITIONS REPORT

WSP USA

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## 1. INTRODUCTION

The Clayton County Comprehensive Transportation Plan (CTP) is intended as a roadmap for the development of the County's future transportation network, in response to current and future needs and vision for the future. The Clayton County CTP will focus on all modes of transportation, including roadways and bridges, transit, bicycle and pedestrian facilities, and freight within Clayton County and its seven incorporated cities including College Park, Forest Park, Jonesboro, Lake City, Lovejoy, Morrow, and Riverdale.

### 1.1. Existing Conditions Report

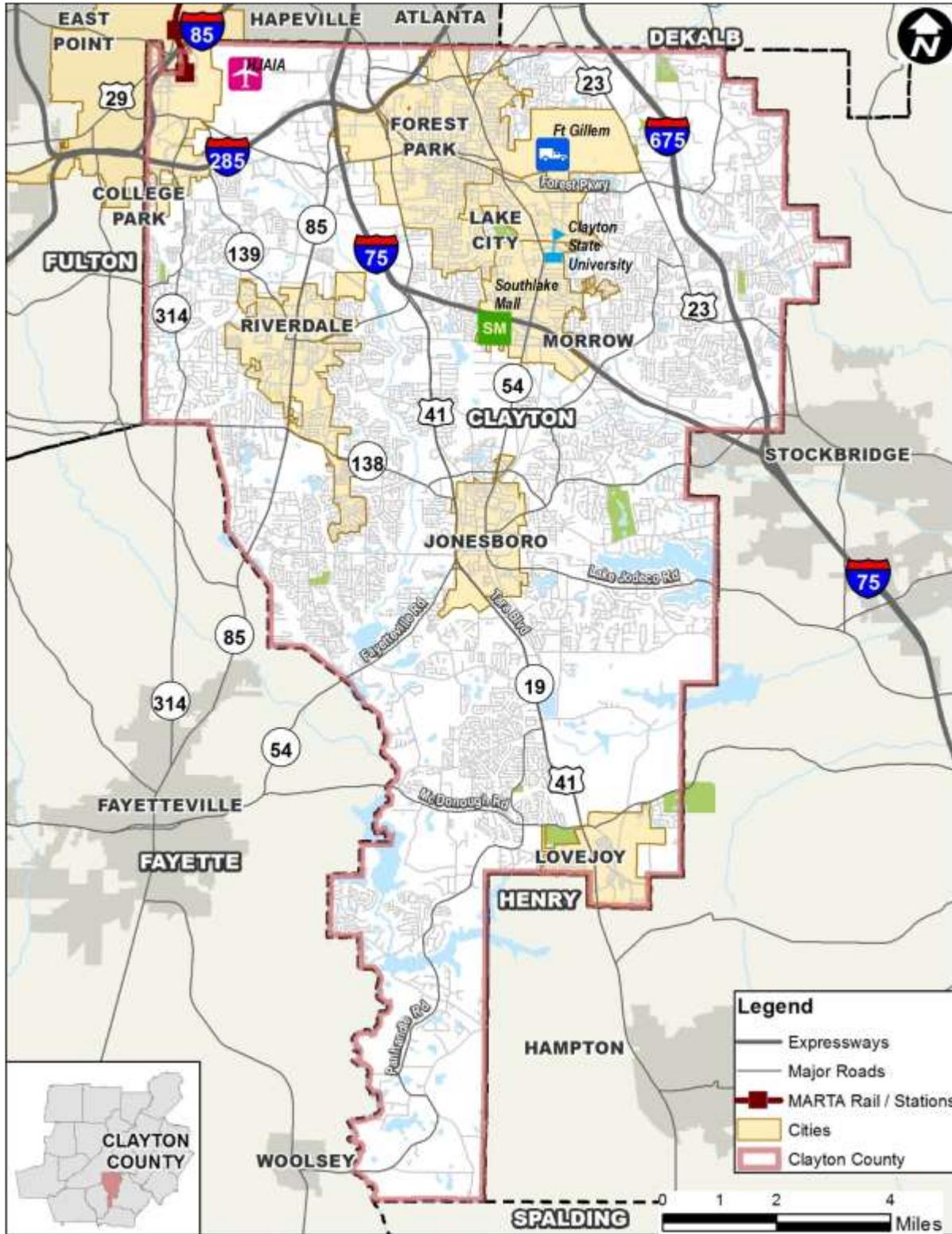
The Existing Conditions Report is the first of a series of technical reports updating the Clayton County CTP. This report illustrates current demographic and socioeconomic trends, land use patterns (including currently adopted plans for future land use), environmental features, the existing multimodal transportation systems within the county. The report also includes a review of relevant plans, projects and studies, and discusses the recent implementation of a Clayton County special-purpose local-option sales tax (SPLOST) program.

### 1.2. Study Area

Located in the southern portion of the Atlanta region, Clayton County is bordered by the City of Atlanta, Fulton and DeKalb Counties to the north, Fayette County to the west, Spalding County to the south, and Henry County to the east. Clayton County is home to seven cities including Jonesboro, College Park, Forest Park, Lake City, Lovejoy, Morrow, and Riverdale. Clayton County has a land area of 142 square miles, with a 2015 population of 267,234 which amounts to a population density of 2.95 persons per acre. **Figure 1-1** depicts the project study area, including its location in the 20-County Atlanta region.



Figure 1-1: Study Area



Source: Atlanta Regional Commission (ARC) Open Data Portal



## 2. PEOPLE

Demographic trends are vital to the transportation planning process in determining infrastructure needs. This chapter reviews population changes and other demographic characteristics of Clayton County, including factors such as age and generational cohorts, race and ethnicity, income, education, vehicle ownership, etc. **Table 2-1** summarizes key population and household characteristics of Clayton County comparing it to the Atlanta region based on 2011-2015 American Community Survey by US Census. By comparing Clayton County with the Atlanta region, it is possible to gauge how characteristics of the County align with those of the region.

**Table 2-1: Clayton County Population and Household Characteristics**

Demographic Characteristic	Clayton County	Atlanta Region
Total Population	267,234	5,518,997
Population Density	2.95 per acre	1.38 per acre
Number of Households	88,793	1,951,995
Percent population in Occupied Housing Units	98.5% (263,357)	98.5% (5,434,986)
Average Household Size	2.97	2.78
Median Age	32.4	35.7*
Percent workers (Age 16 or more) without access to vehicles	3.9%	3.1%
Percent Low Income Population (Income below Poverty Threshold)	25.1% (65,787)	15.6% (847,000)
Median Household Income	\$40,938	\$56,970
Total Minority Population	230,746 (86.3%)	2,830,006 (51.3%)
Percentage population with disability	10.9%	9.7%
Percent population High School graduate or higher (Age 25+)	82.5%	88.1%
Percent population with Bachelor's degree or higher (Age 25+)	18.3%	36.1%

Source: American Community Survey 2011-2015, US Census.

\*Median age value was not available for the cumulative Atlanta region. Median age estimate for Atlanta-Sandy Springs-Roswell MSA was used instead.

### 2.1. Population

**Table 2-2** and **Figure 2-1** present historical population growth rates over the 45-year period from 1970-2015 for Clayton County and the Atlanta region. **Figure 2-2** presents the population of Clayton County from 1970 to 2015. Clayton County's population growth rates have been lower than those of the Atlanta region for each decade between 1970 and 2010, except for the period from 1970-1980. During the period from 1970-1980, the County's population grew by 53 percent, approximately twice the growth rate of the Atlanta region (27 percent growth). Although Clayton County did not sustain that population growth rate after 1980, the County has continued to see an increase in total population, despite suffering and recovering from a small decrease in population in the aftermath of the 2008 recession. In 2006, before the recession, Clayton County's population was estimated at 271,234, but by 2010, during the recession, its population had fallen to 259,424. By 2015, the population had recovered to pre-recession levels, and was estimated to be 267,234.

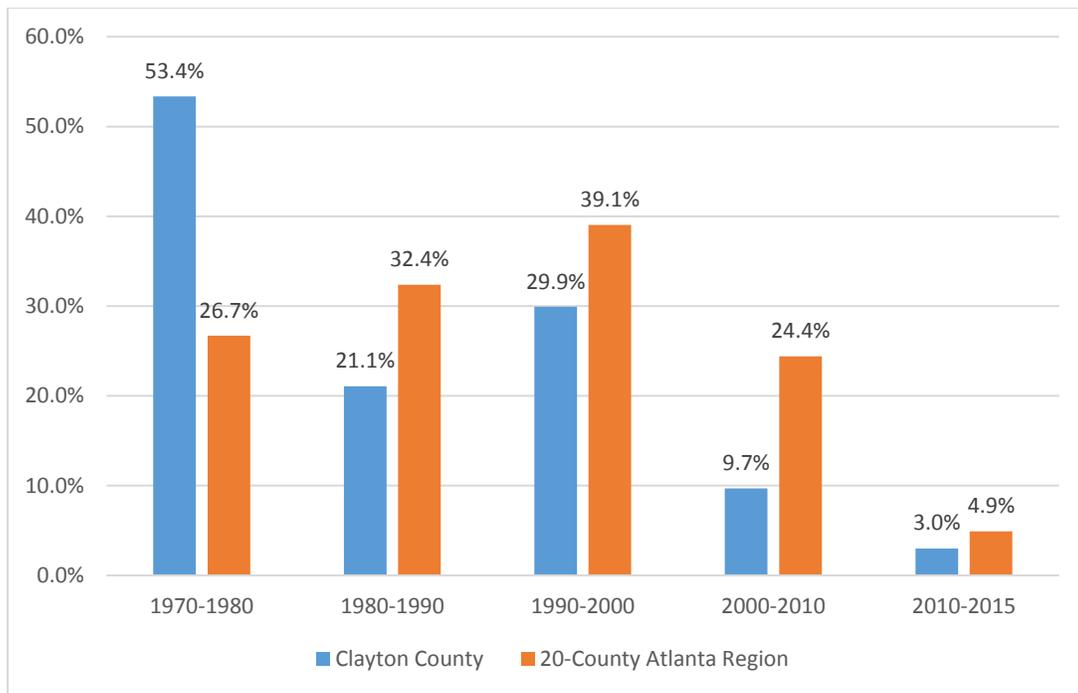


**Table 2-2: Historical Population Trends of Clayton County (1970-2015)**

Year	Clayton County			Atlanta Region		
	Population	Net Change	Percent Change	Population	Net Change	Percent Change
1970	98,043			1,813,411		
1980	150,357	+52,314	53.4%	2,297,321	+ 483,910	26.7%
1990	182,052	+31,695	21.1%	3,040,946	+743,625	32.4%
2000	236,517	+54,465	29.9%	4,228,492	+1,187,546	39.1%
2010	259,424	+22,907	9.7%	5,260,436	+1,031,944	24.4%
2015	267,234	+7,810	3.0%	5,518,997	+258,561	4.9%

Source: American Community Survey 2011-2015, US Census.

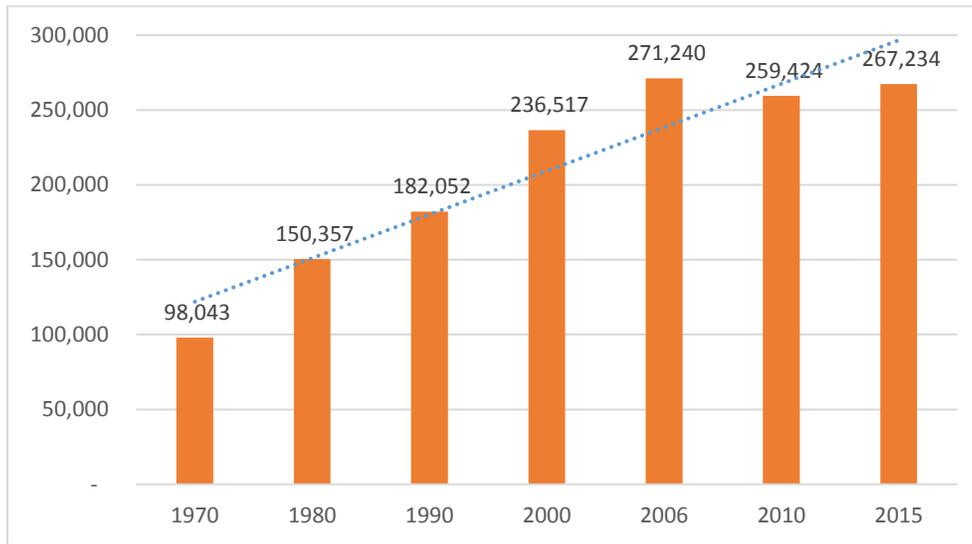
**Figure 2-1: Comparison of Historical Population Growth Rates (1970-2015)**



Source: American Community Survey 2011-2015, US Census.



Figure 2-2: Historical Population Trends of Clayton County (1970-2015)



Source: American Community Survey 2011-2015, US Census.

### 2.1.1. POPULATION DENSITY AND GEOGRAPHIC DISTRIBUTION

Population density measures how many people live in a specific area. Urban areas tend to be densely populated; rural areas, sparsely. Per the 2015 population statistics, Clayton County is more densely populated than the Atlanta region, and all but three counties in the Atlanta region and in the state of Georgia, namely DeKalb (4.18 people per acre), Cobb (3.31 people per acre) and Gwinnett Counties (3.12 people per acre). **Table 2-3** presents the comparison of population density of Clayton County to the region and the state.

Table 2-3: 2015 Population Density of Clayton County

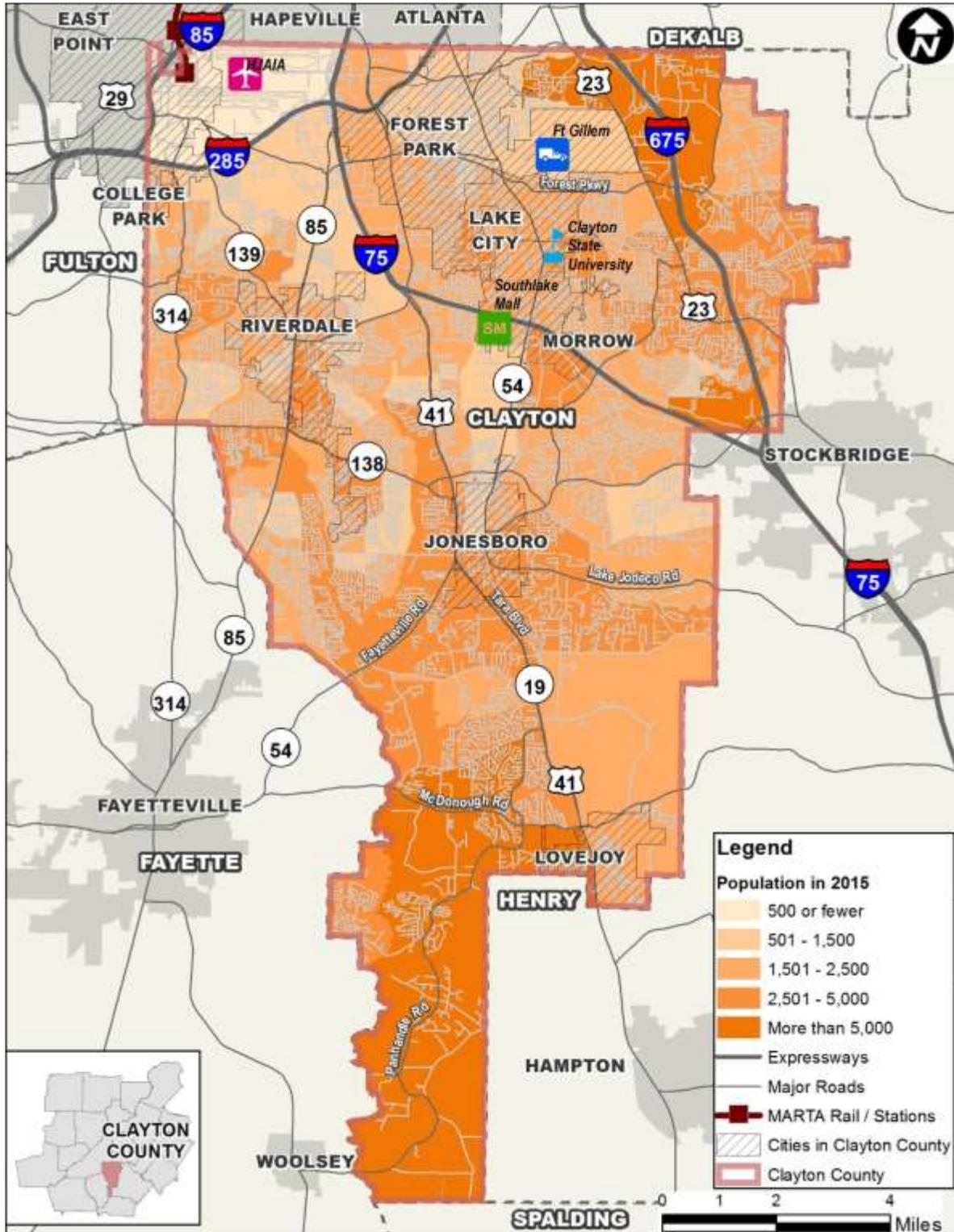
	Clayton County	Atlanta Region	State of Georgia
<b>Area (sq. miles)</b>	142	6,257	57,513
<b>Area (acres)</b>	90,605	4,004,390	36,808,621
<b>2015 Population</b>	267,234	5,518,997	10,006,693
<b>2015 Population Density (per acre)</b>	2.95	1.38	0.27

Source: American Community Survey 2011-2015, US Census.

The northern half of Clayton County is more densely populated than rest of the county and includes two significant activity centers, Hartsfield-Jackson Atlanta International Airport (H-JAIA) and Fort Gillem, which is currently redeveloping from a decommissioned military installation to commercial center that focuses on warehousing, freight, and logistics. Areas in incorporated parts of the county, such as the northern section of the Cities of Forest Park and Morrow, and areas near SR 85 in the City of Riverdale, host higher population densities. In unincorporated parts of the county, areas south of Riverdale along with areas with access to major roads such as SR 85, SR 3/US 19/US 41/Tara Boulevard, McDonough Road and the interstates host higher densities. **Figure 2-3** shows the distribution of population in Clayton County.



Figure 2-3: Geographic Distribution of 2015 Population by Census Blockgroup in Clayton County.



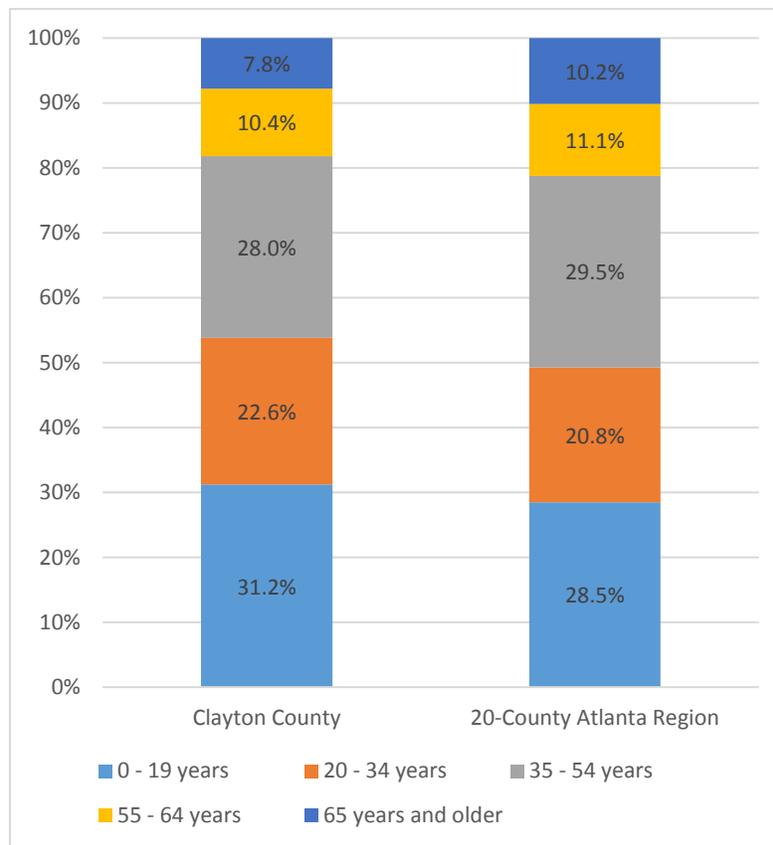
Source: American Community Survey 2011-2015, US Census



## 2.2. Age/Generations

**Figure 2-4** compares the 2015 age distribution in Clayton County to the Atlanta region. **Figure 2-5** presents the historical age distribution of Clayton County. Residents of Clayton County are slightly younger than those of the Atlanta region. In 2015, the median age in Clayton County was 32.4 years, and 35.7 years in the Atlanta Metropolitan Statistical Area (MSA). As per the 2015 age distribution, Clayton County’s “under 35 years” population is at 53.8 percent of total population 4.5 percent higher than in the Atlanta region, where it is 49.3 percent. Still, the share of the population in Clayton County under 35 years old has fallen over time, from 58.8 percent in 2000 to 53.8 percent in 2015. Clayton County is not an exception to the regional trend of aging population, with 6 percent growth in population of 55 years old and over.

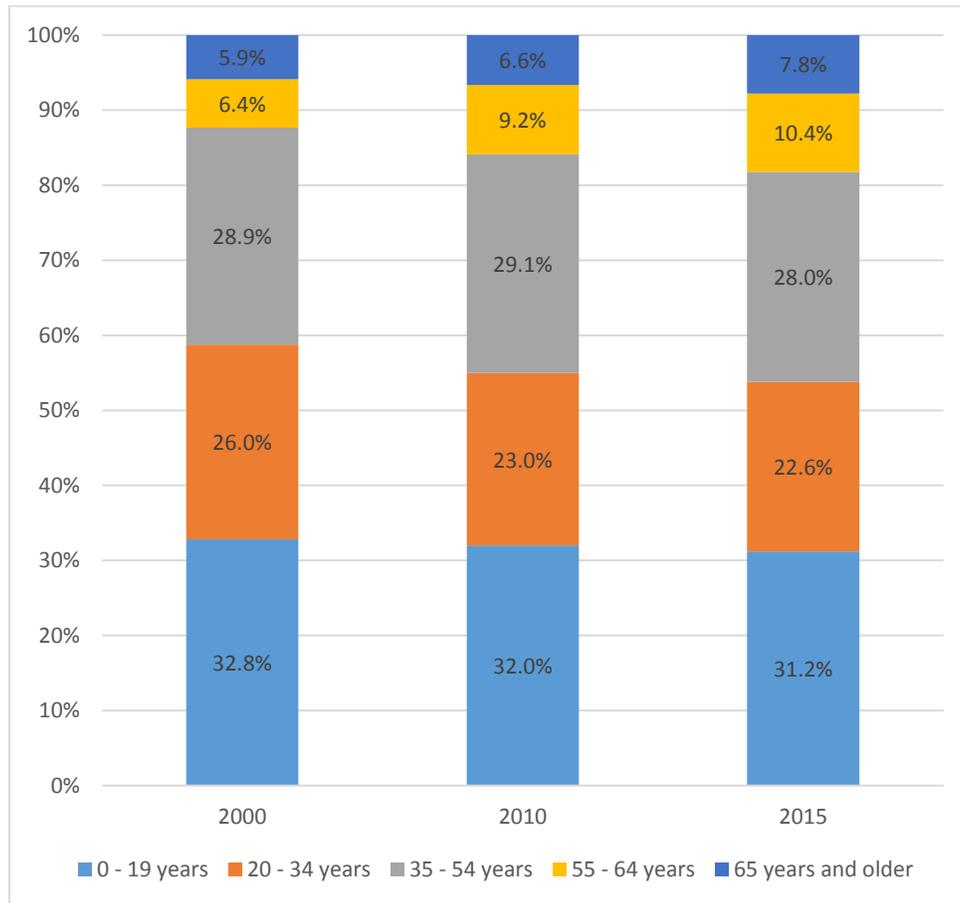
**Figure 2-4: Comparison of 2015 Age Distribution**



Source: 2011-2015 American Community Survey, US Census



Figure 2-5: Historical Age Distribution of Clayton County



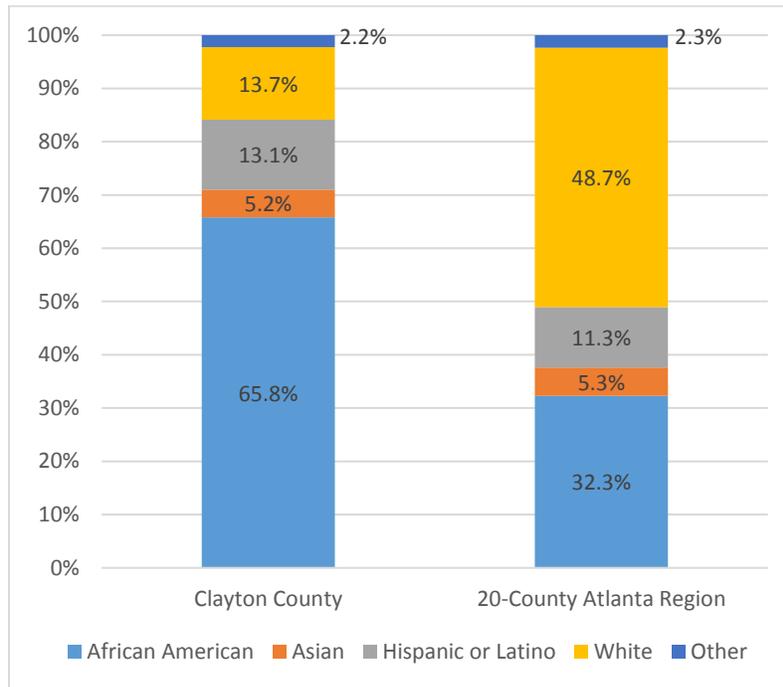
Source: 2011-2015 American Community Survey, US Census

### 2.3. Race and Ethnicity

Figure 2-6 compares race and ethnicity of the 2015 population in Clayton County to that of the Atlanta region. Population groups other than non-Hispanic White were considered as a minority. The county has a greater proportion of African American and Hispanic population than the Atlanta region. Accordingly, the proportion of white and Asian population is lower than in the Atlanta region. As shown in Figure 2-7, the historical trend shows that the proportion of non-white population is growing while that of the white population is decreasing in Clayton County. Figure 2-8 shows that most of the block groups in the county have majority minority population.

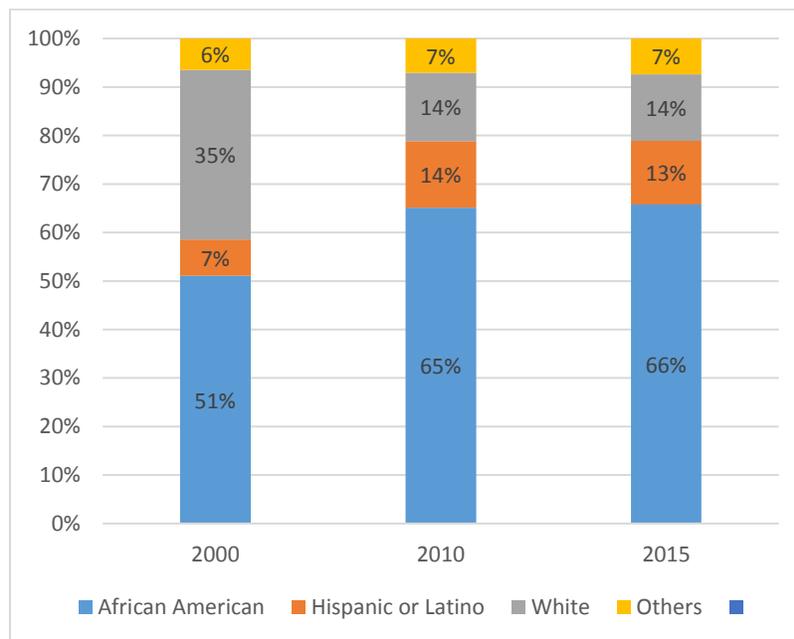


Figure 2-6: Comparison of 2015 Race and Ethnicity



Source: 2011-2015 American Community Survey, US Census.

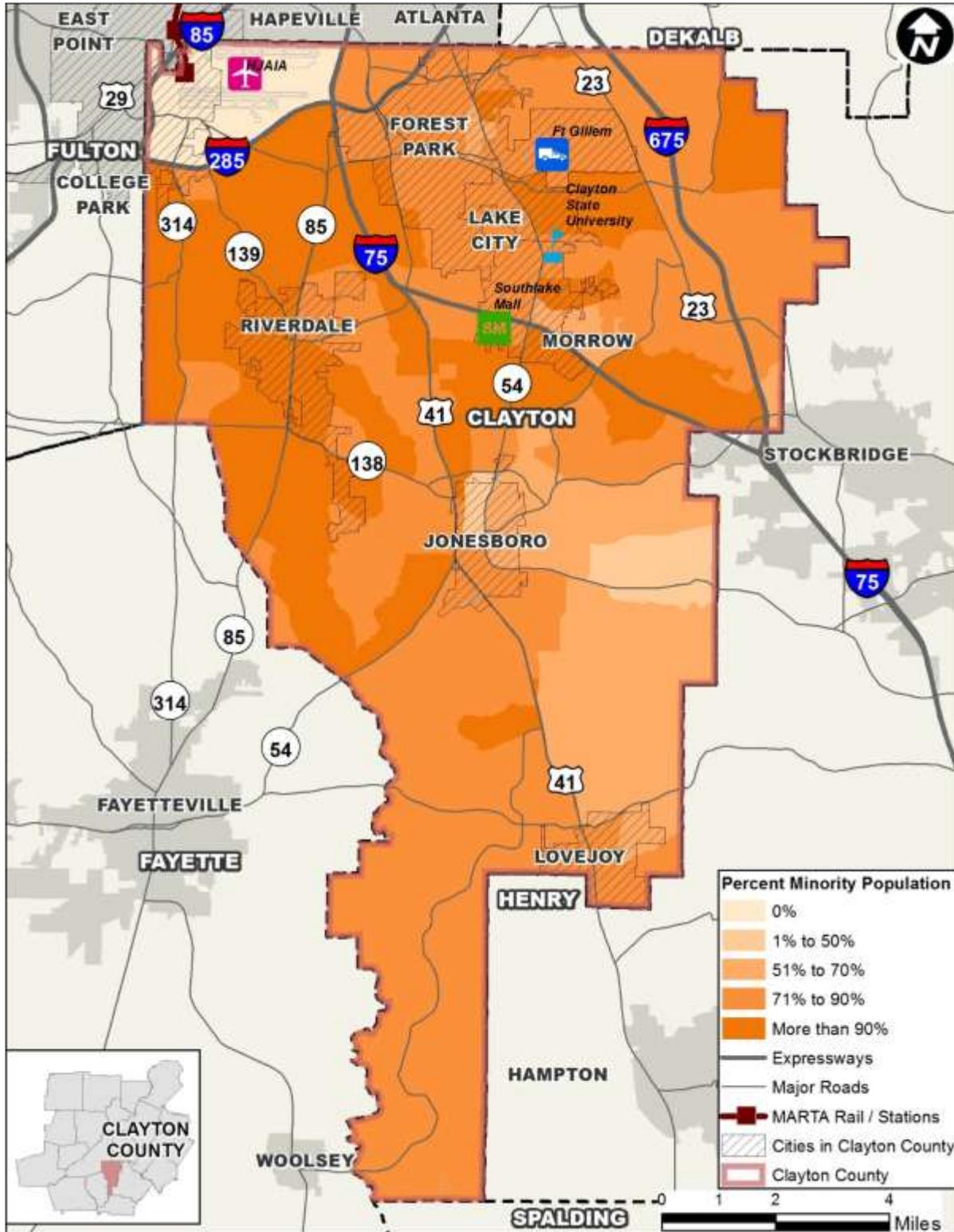
Figure 2-7: Historical Race and Ethnicity of Clayton County



Source: 2011-2015 American Community Survey, US Census



Figure 2-8: Minority Population by Census Blockgroup in Clayton County



Source: American Community Survey 2011-2015, US Census



## 2.4. Households

Clayton County is home to nearly 88,800 households, more than 50 percent of which are home to two or fewer persons. However, with an average household size of almost 3 persons, Clayton County still ranks among the top 10 percent of counties in the state of Georgia in average household size (2011-2015 American Community Survey). **Table 2-4** shows a summary of household characteristics for Clayton County.

**Table 2-4: Household Characteristics in Clayton County**

Household Characteristic	Estimate
<b>Number of Households</b>	88,793
<b>Average Household Size</b>	2.97
<b>Housing Units</b>	104656
<b>Occupied Housing Units</b>	88,793 (85%)
<b>Population in Occupied Housing Units</b>	263,357 (98.5%)
<b>Population in Owner Occupied Housing Units</b>	139,080 (53%)
<b>Population in Renter Occupied Housing Units</b>	124,277 (47%)
<b>Percent Family Households</b>	66.5% (Household size 3.82)
<b>Percent Non-Family Households</b>	33.5% (Household size 1.28)

Source: 2011-2015 American Community Survey, US Census

## 2.5. Income

Clayton County’s median household income is nearly \$41,000, which is 30 percent lower than that of the Atlanta region. The historical income distribution trend in Clayton (in **Figure 2-9**) shows a substantial increase in population with annual income less than \$25,000, especially since 2010. Similarly, **Figure 2-10** illustrates that median household income in Clayton County has been lower than that for the State of Georgia and United States since 2000. As shown in **Table 2-5**, a quarter of the population was below the poverty level, approximately 9 percent higher than that proportion of Atlanta region. According to **Figure 2-11**, which shows the distribution of low income population in Clayton County by census block groups, northern parts of the county near SR 3/US 19/US 41/Tara Boulevard along with areas near City of Forest Park and Fort Gillem Redevelopment have higher concentrations of low income population.

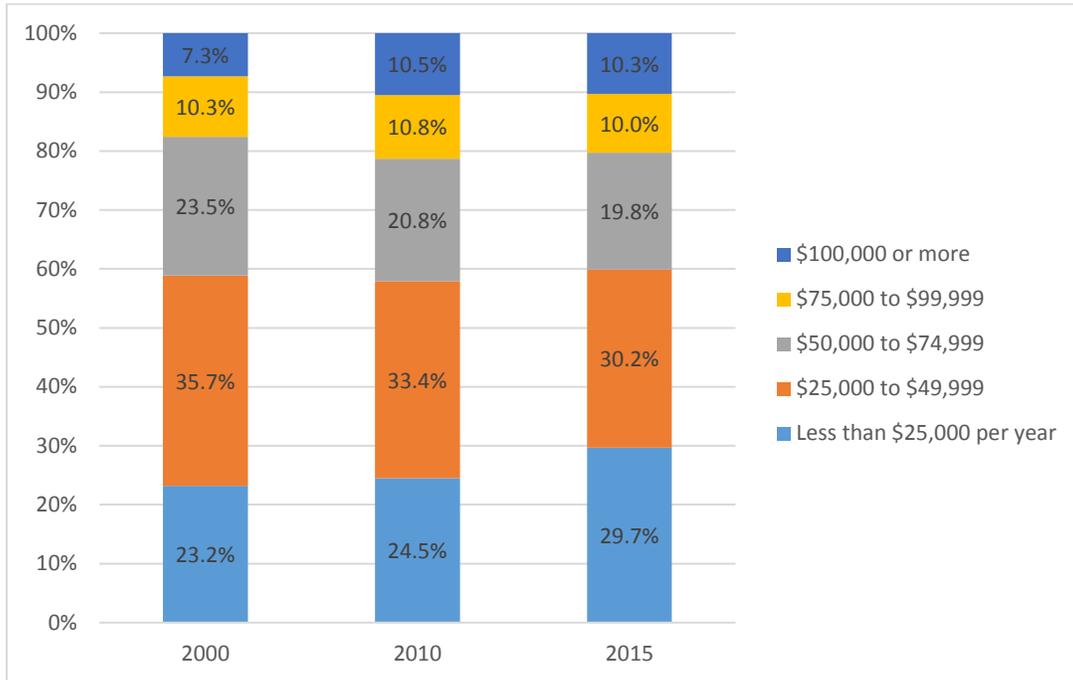
**Table 2-5: 2015 Median Household Income and Population in Poverty**

	Median Household Income	Percent of Population below the Poverty Level
<b>Clayton County</b>	\$40,938	25.1%
<b>Atlanta Region</b>	\$56,970	15.6%

Source: ARC’s Atlanta Region 20-County Data Dashboard.

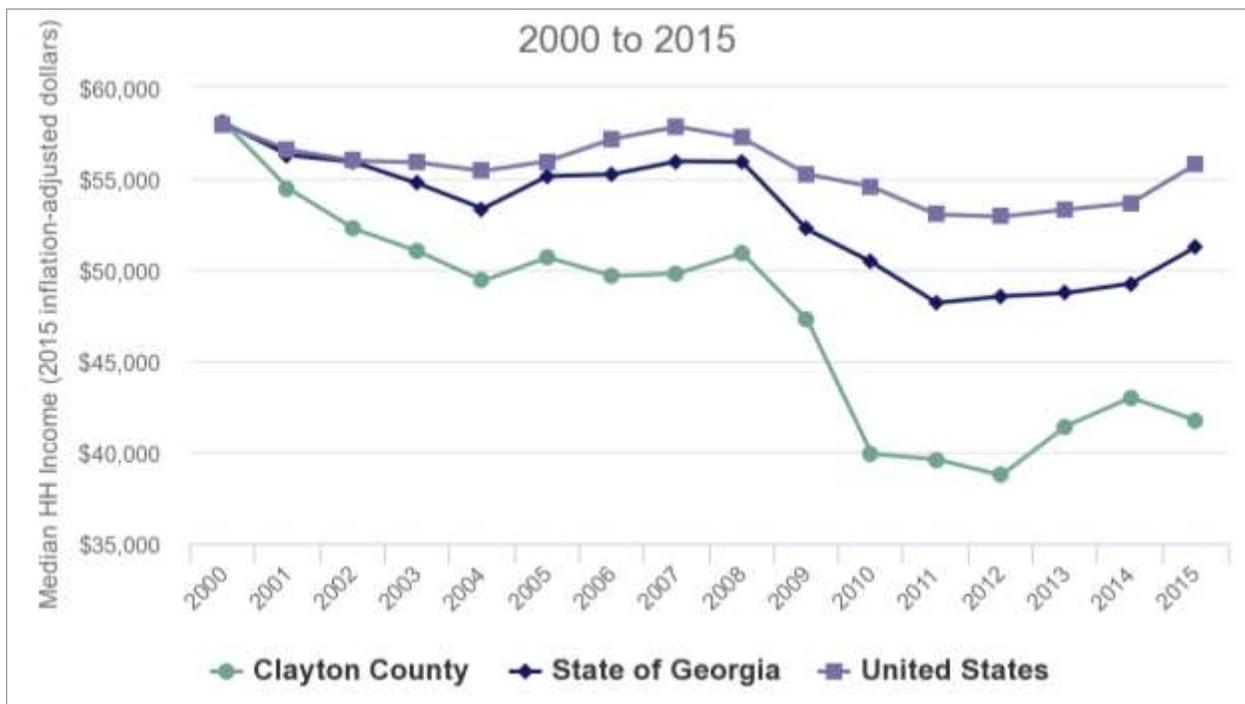


Figure 2-9: Historical Income Distribution of Clayton County



Source: 2011-2015 American Community Survey, US Census

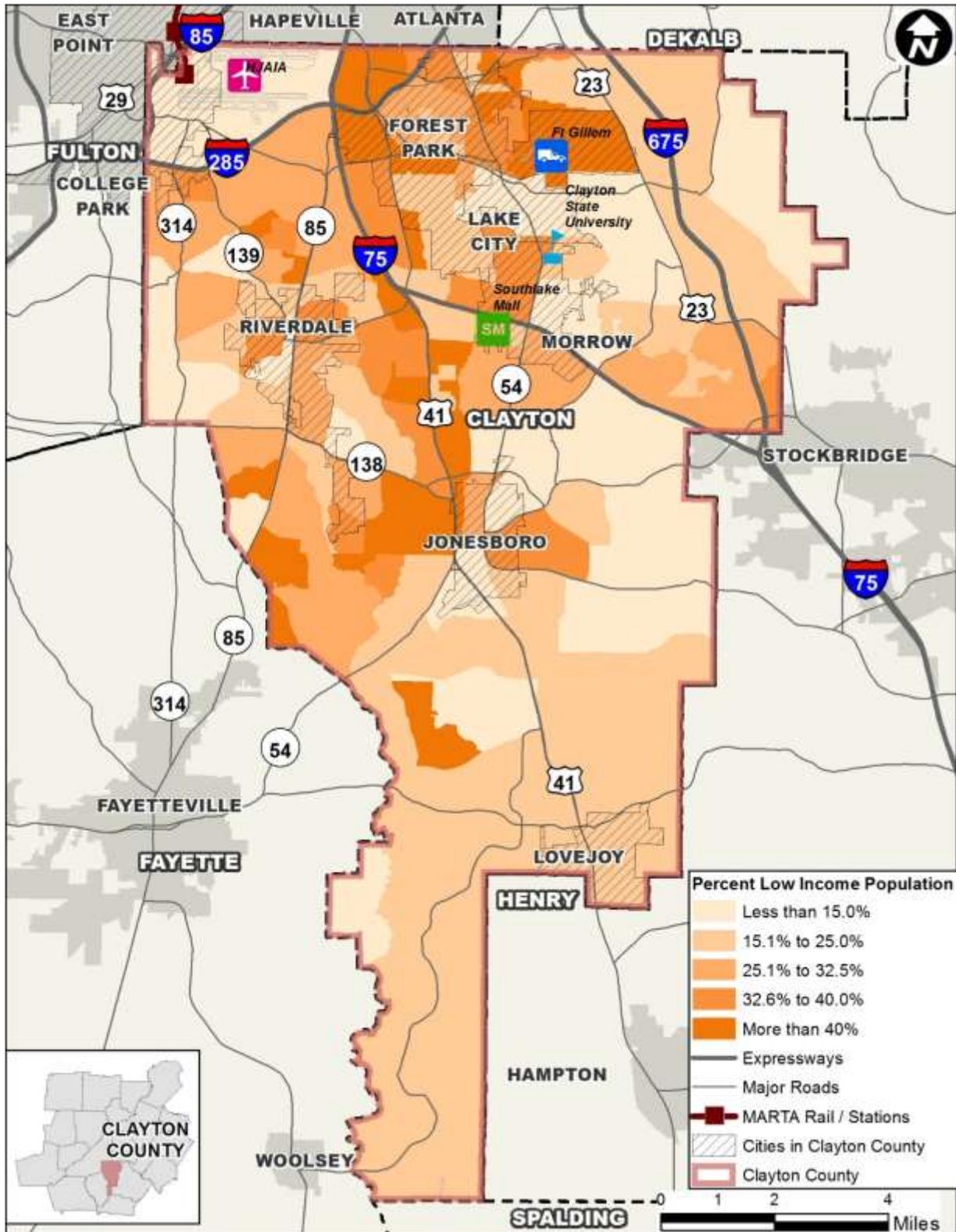
Figure 2-10: Clayton's Median Household Income (2000-2015)



Source: ARC Neighborhood Nexus Clayton County Profile



Figure 2-11: Low Income Population by Census Blockgroup in Clayton County



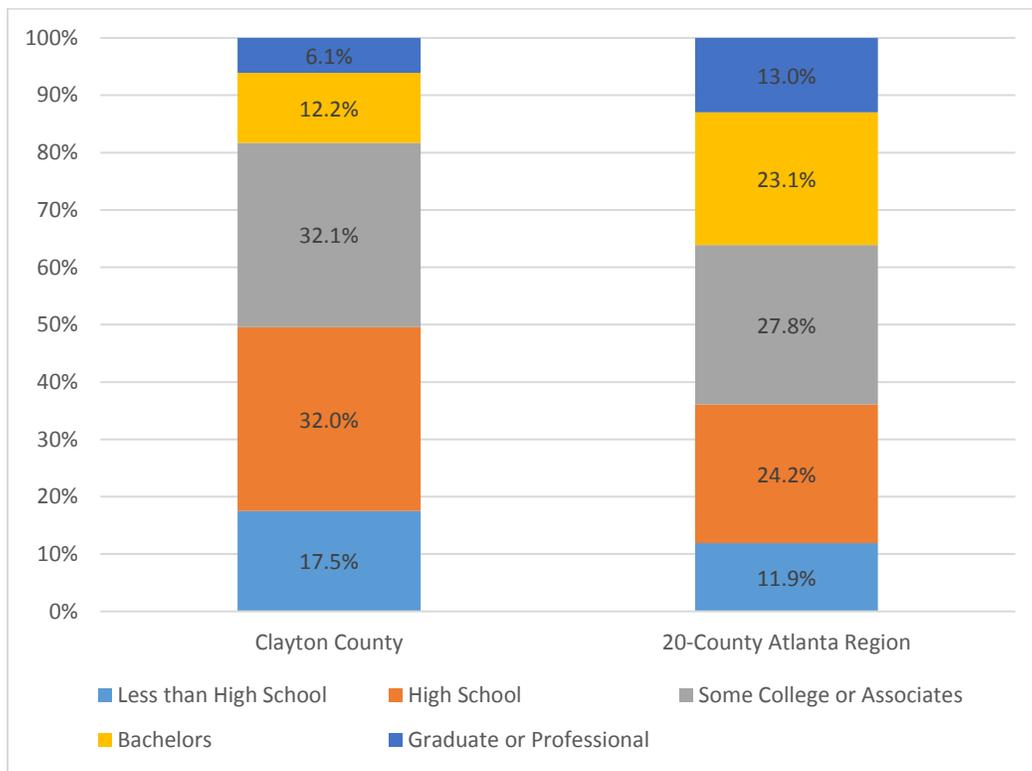
Source: 2011-2015 American Community Survey, US Census



## 2.6. Educational Attainment

**Figure 2-12** compares the percentage of population over the age of 25 by highest level of education attainment in Clayton County with that of the Atlanta region. Clayton County’s educational attainment trails that of the Atlanta region. As of 2015, the high school graduation rate in Clayton County is 69 percent, one of the lowest in the Atlanta region. More than half of adults in the county have completed some college while 17.5 percent of residents over the age of 25 lack a high school diploma, or equivalent. Over 18 percent of the population has a bachelor’s degree or higher (graduate or professional), which is approximately half the share of the Atlanta region with that level of education (36.1 percent).

**Figure 2-12: Comparison of Educational Attainment in Clayton County and the Atlanta region**



Source: ARC’s Atlanta Region 20-County Data Dashboard (2011-2015 Average)



### 3. JOBS AND ECONOMY

Transportation plays a critical role in developing and shaping communities by providing access to employment and other activities. In other words, transportation infrastructure forms the foundation of opportunities for economic growth in the region. This section summarizes employment characteristics of Clayton County including job growth, primary job sectors and major employers, and employment patterns within the county.

#### 3.1. Employment Status

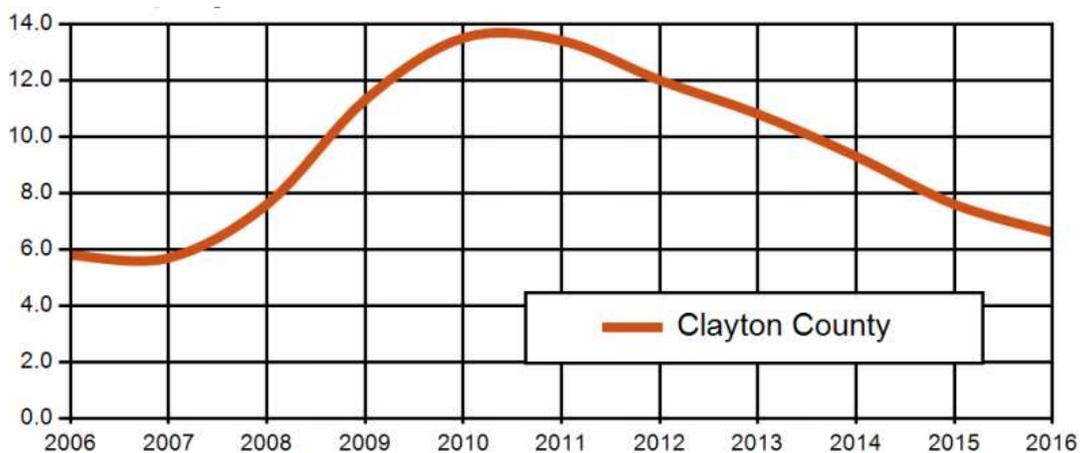
**Table 3-1** summarizes employment status in Clayton and compares it against that in Atlanta region and State of Georgia. **Figure 3-1** illustrates the trends in unemployment rate in Clayton County from 2006 to 2016. As per 2016 annual averages of labor force activity data from Georgia Department of Labor, about 6.6 percent of the county’s labor force was unemployed in 2016, which was higher than that observed in the Atlanta region or the State of Georgia. The number of employed residents dipped during the recession, which led to the unemployment rate peaking near 14 percent between 2010 and 2011. However, the number of employed residents has been steadily rising since 2011 and the 2016 unemployment rate approached pre-recession levels.

**Table 3-1: Employment Status (2016 Annual Averages)**

County	Labor Force	Employed	Unemployed	Unemployment rate
Clayton	129,852	121,278	8,574	6.6%
Atlanta Region	2,810,768	2,670,052	140,716	5.0%
Georgia	4,920,464	4,656,255	264,209	5.4%

Source: 2016 Annual Averages, Georgia Department of Labor

**Figure 3-1: Unemployment Rate Trends in Clayton County (2006 - 2016)**



Source: Area Labor Profiles, Georgia Department of Labor



## 3.2. Job Growth

Total employment in the county fell by 20 percent between 2000 and 2010 mainly due to the recession of 2008. However, Clayton County added nearly 30,000 jobs – and had the highest percent increase (35 percent) in employment amongst the Atlanta region – between 2010 and 2015. This increase is still significant after considering the sharp economic downturn that the county and nation experienced between 2007 and 2014. **Table 3-2** compares employment trend in Clayton with the surrounding counties and the Atlanta region during the period from 2000-2015.

**Table 3-2: Total Employment 2000-2015**

	2000	2010	2015	Percent Change in Employment 2010-2015
<b>Clayton County</b>	106,040	84,392	114,053	35.1%
<b>DeKalb County</b>	282,749	245,166	262,943	7.3%
<b>Fayette County</b>	26,623	33,193	35,305	6.4%
<b>Fulton County</b>	659,367	638,993	704,791	10.3%
<b>Henry County</b>	24,360	41,816	47,361	13.3%
<b>Atlanta Region</b>	1,899,451	1,975,135	2,205,993	11.7%

Source: ARC's Atlanta Region 20-County Data Dashboard.

**Figure 3-2** graphically illustrates the employment trend during the same period, comparing Clayton County with the major surrounding counties and the Atlanta region. Most of the employment increase in Clayton County has occurred since 2014. In fact, between 2012 and 2016, Clayton County's unemployment rate demonstrated the largest decline in the metro Atlanta area. With a historically strong manufacturing presence over the years and the upturn in the overall economy, Clayton is experiencing a resurgence in manufacturing and warehousing-related employment. Major companies such as Kroger (with its 1.3 million-square-foot distribution center at the Fort Gillem development), and the Castellini Group of Companies (one of the largest distributors of produce in the U.S.) chose a Clayton County location in 2014 (Clayton County Market Report, Atlanta Business Chronicle, May 2016). With the creation of the 1,168-acre Gillem Logistics Center and other recent Clayton County deals, favorable job growth is poised to continue.



Figure 3-2: Employment Trend of Clayton and Surrounding Counties



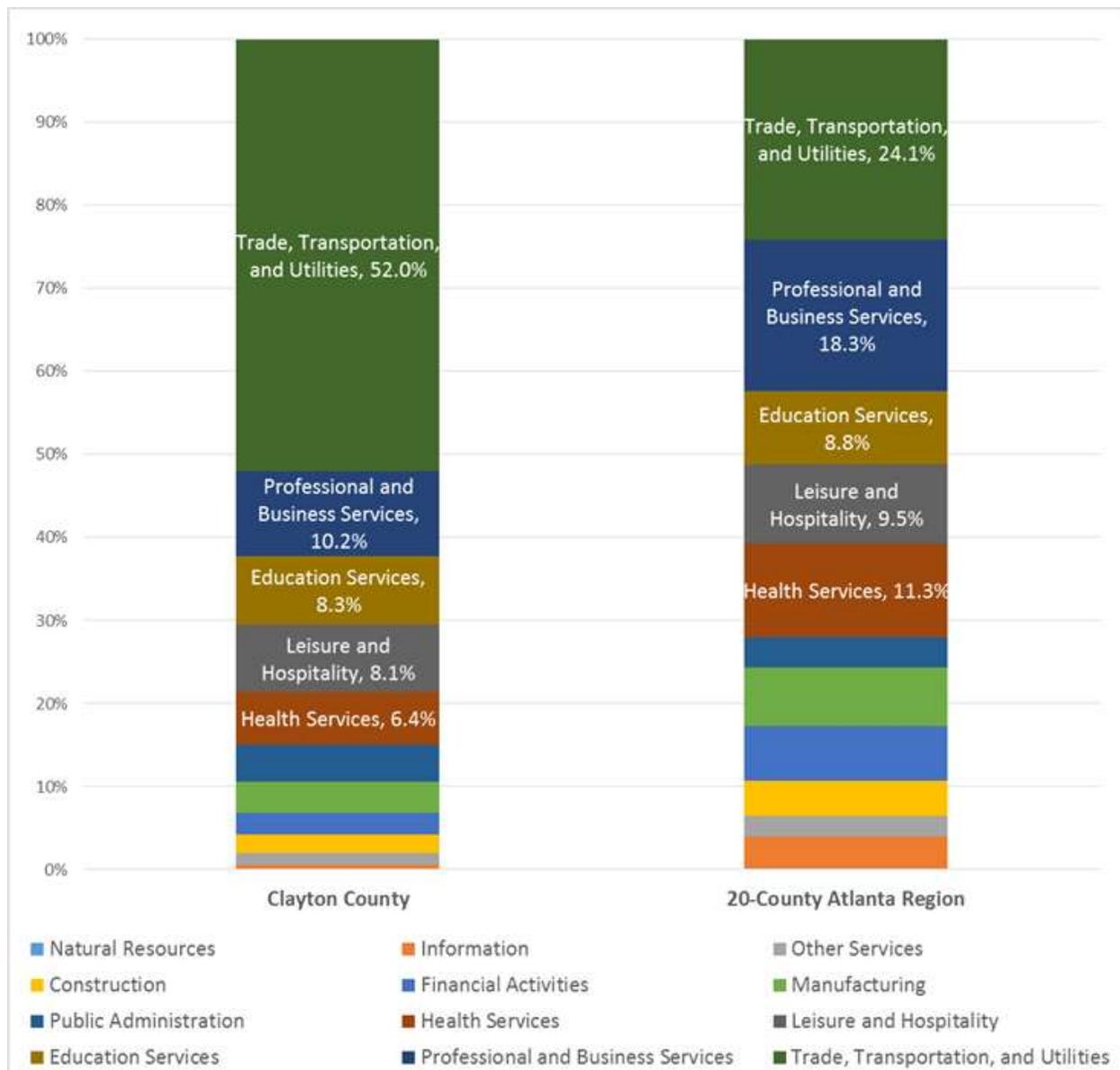
Source: ARC's Atlanta Region 20-County Data Dashboard.



### 3.3. Employment Sectors

**Figure 3-3** compares employment by industry in Clayton County with that in Atlanta region. The Trade, Transportation, and Utilities sector, which includes top employer H-JAIA, accounts for more than half of all jobs in the county. The other top five employment sectors include professional and business services (10.2 percent), education services (8.3 percent), leisure and hospitality (8.1 percent), and health services (6.4 percent). The major employment sectors for Clayton County are the same as those of the Atlanta region. However, Clayton County relies more upon its top employment sectors than does the region; for example, the top three sectors make up a little over half of the region’s employment, but over 80 percent of Clayton County’s employment.

**Figure 3-3: Comparison of 2015 Employment by Industry**



Source: ARC’s Atlanta Region 20-County Data Dashboard



**Table 3-3** summarizes employment by industry type in Clayton County and compares it against employment distribution in the *Clayton Area*. Georgia Department of Labor Area Profiles define Clayton Area as comprising of the following Counties: Clayton, DeKalb, Fayette, Fulton, Henry, and Spalding Counties. While the Service-Providing industries account for more than 83 percent of employment in Clayton County, that share is lower than the share of Service-Providing jobs in the Clayton Area, where they account for 90 percent of employment.

**Table 3-3: Clayton County and Clayton Area Employment by Industry Type**

Industry	Clayton County			Clayton Area		
	Firms	Employment	Weekly Wage	Firms	Employment	Weekly Wage
<b>Good-Producing</b>	397	7,516	\$1,093	5,962	95,357	\$1,413
<b>Service-Providing</b>	3,706	100,039	\$1,093	74,215	1,113,933	\$1,228
<b>Unclassified</b>	228	206	\$623	5,846	4,831	\$1,647
<b>Total - Private Sector</b>	<b>4,331</b>	<b>107,761</b>	<b>\$1,092</b>	<b>80,177</b>	<b>1,209,470</b>	<b>\$1,243</b>
<b>Federal</b>	33	1,400	\$1,420	337	39,097	\$1,742
<b>State</b>	27	2,130	\$855	351	42,802	\$1,079
<b>Local</b>	92	11,316	\$744	695	93,573	\$874
<b>Total - Government</b>	<b>152</b>	<b>14,846</b>	<b>\$824</b>	<b>1,383</b>	<b>175,412</b>	<b>\$1,117</b>
<b>All Industries</b>	<b>4,483</b>	<b>122,607</b>	<b>\$1,060</b>	<b>81,560</b>	<b>1,384,881</b>	<b>\$1,227</b>

Source: Industry Mix – 4<sup>th</sup> Quarter of 2016, Georgia Department of Labor

### 3.3.1. MAJOR EMPLOYERS

Clayton County accounts for almost a third of the employment in the Atlanta region in Transportation and Warehousing industry, as reflected in the county's top employers. The JCPenney Co. warehouse and distribution center located in Forest Park is the largest in the state of Georgia, at 2.2 million square feet. The top 12 employers in Clayton County ranked by the number of employees (Clayton County Georgia Economic Development, <http://www.investclayton.com/major-employers>) are:

- Clayton County Public Schools (Education): 7,100
- Delta Tech Ops (Aircraft Maintenance/Repair): 6,000
- Gate Gourmet, Inc. (Catering/Airline Food Service): 1,710
- Southern Regional Medical Center / Prime Healthcare Foundation (Healthcare): 1,100
- JCPenney Co. (Retail Distribution Center): 850
- FedEx Ground Package System, Inc. (Freight): 800
- Fresh Express Inc. (Food Packaging): 800
- TOTO USA (Manufacturing): 700
- Clayton State University (Education): 675
- Kroger Distribution Center (Retail Distribution Center): 579
- Standard Parking (Airport Parking and Shuttles): 562
- R+L Carriers (Freight): 530

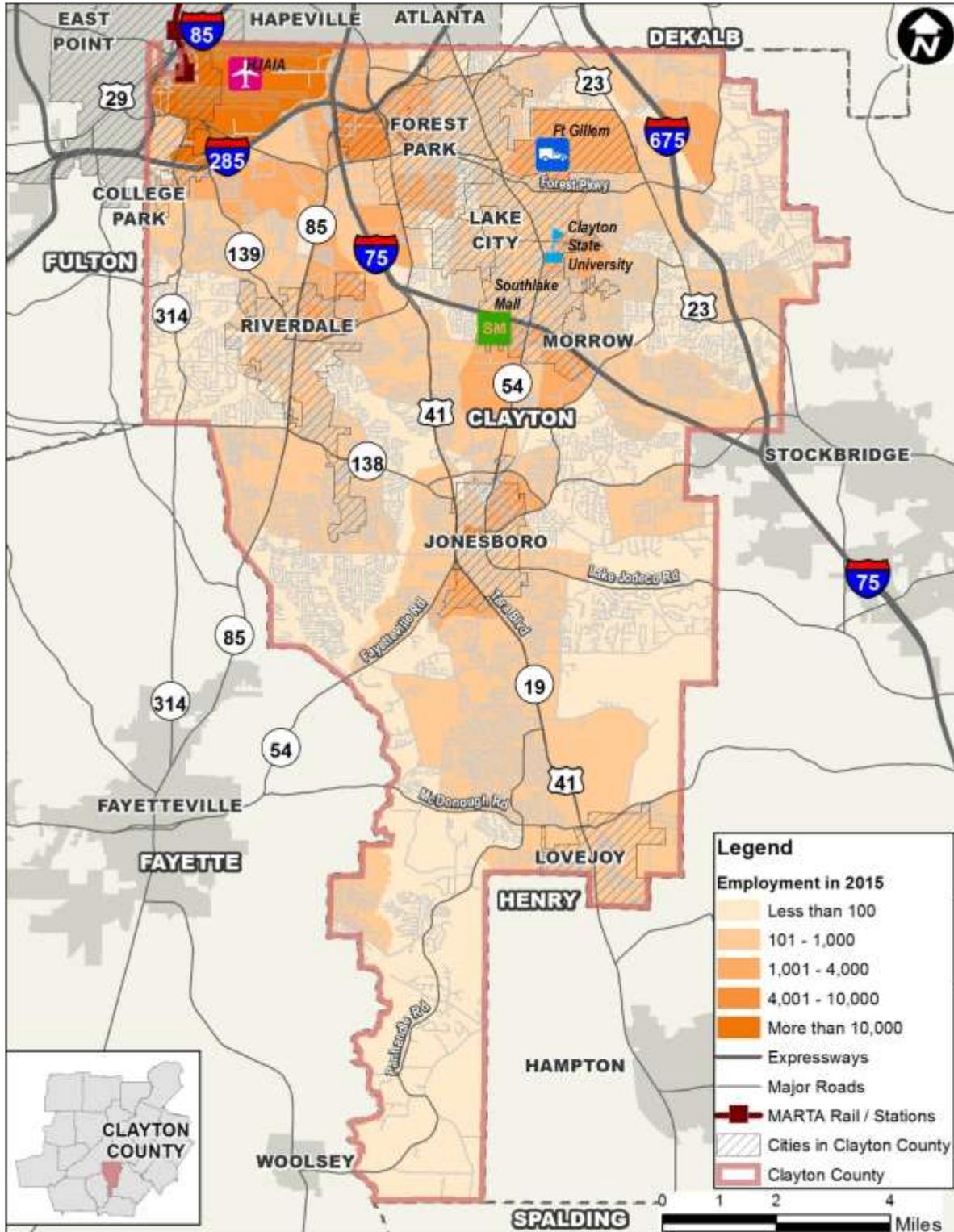


### 3.4. Employment Patterns

The area around H-JAIA has the highest concentration of employment in the county, with nearly a third of its jobs located in the area (based on the ARC's employment estimates). **Figure 3-4** shows the distribution of employment in Clayton County. As employers are located on major corridors, the areas near major roads such as SR 3/US 19/US 41/Tara Boulevard, SR 85, SR 54/Jonesboro Road have a higher concentration of jobs than elsewhere in the county. The Fort Gillem Redevelopment, Clayton State University and Southlake Mall are some of the other major centers of employment.



Figure 3-4: 2015 Employment Estimates by Traffic Analysis Zones in Clayton County



Source: Employment Estimates, ARC



## 4. LAND USE

Land use influences travel patterns; for example, many commute trips tend to begin in residential areas and terminate in commercial centers. Furthermore, as land use density increases, and more people or jobs are housed per acre, so does the number of trips. The following section provides information on existing and future land uses, developments of regional impact, community facilities, and natural and cultural resources.

### 4.1. Zoning and Existing Land Use

This section considers the zoning designations of both unincorporated Clayton County and the seven cities within it. Since each city has its own set of zoning districts and associated map, Clayton County’s GIS division integrates zoning information from all jurisdictions in the county. The categories of these condensed land uses are presented in **Figure 4-1**. Acreages within each land use category in the county are detailed in **Table 4-1**. Appendix A presents the methods by which zoning and land uses from various districts were converted into a consistent land use palette for easy comparison cross the multiple jurisdictions.

Residential land use accounts for more than half of Clayton County at 53 percent. Residential land uses can be low-density, with 2 to 4 dwelling units per acre, medium-density, with 4 to 8, or high-density with 8 to 14. The dominant residential land use is medium-density residential (24 percent), followed by low density residential (21 percent), and high density residential (7 percent). Manufactured home park land uses accounted for 1 percent of Clayton County.

Agricultural land uses constitute 16 percent of the total land area and are concentrated in the southern portion of the county. Industrial uses account for 15 percent of land area and are positioned within the northern portion of the county near H-JAIA and Fort Gillem. Business/commercial uses (7 percent) and office/public/institutional (2 percent) make up the balance of uses and generally exist near the interchanges at I-75 and I-675 and along the major roadways in Clayton County.

**Table 4-1: Clayton County Existing Land Use Composition**

Land Use Type	Acreage	Percent of County Area
<b>Agricultural</b>	13,294	16%
<b>Business/Commercial</b>	5,949	7%
<b>Office/Public/Institutional</b>	1,191	2%
<b>Industrial</b>	11,837	15%
<b>Planned Unit District</b>	3,506	4%
<b>Mixed Use</b>	2,239	3%
<b>Manufactured Home Park</b>	745	1%
<b>High Density Residential</b>	5,648	7%
<b>Medium Density Residential</b>	19,869	24%
<b>Low Density Residential</b>	16,939	21%

Source: Clayton County Geographic Information Systems Division





## 4.2. Future Land Use

The Future Land Uses presented in this section were derived by Clayton County from the Comprehensive Plan. It represents a vision for future development for the unincorporated parts of the county. Acreages within each future land use category are listed in **Table 4-2**, followed by a future land use map in **Figure 4-2**. Additional information about the methods for consolidating land uses are presented in Appendix A.

According to the Future Land Use map, residential uses will account for more than half of future land uses (56 percent). The dominant land use will remain medium-density residential (21 percent), followed by low-density residential (18 percent), conservation residential (13 percent), and high-density residential (4 percent).

Future land uses include the Conservation Residential land use designation. Conservation Residential is intended for low-density (less than two dwelling units per acre) single family housing that does not use public utilities. Conservation Residential, together with Agricultural uses, makes up most of the southern portion of the county in future land uses. As these uses grow in the southern portion of the county, Agricultural uses are expected to be 12 percent of future land uses.

The future land use map distinguishes among levels of intensity within commercial and office uses with the designations Greater Commercial, Neighborhood Commercial, and Office/Business. General Commercial uses make up 4 percent of future land uses and include non-industrial, retail, service and entertainment facilities and is intended for larger businesses that may be less appropriate near residential uses. Neighborhood Commercial uses make up less than 1 percent of future land uses and include smaller retail and service uses that are more suitable for location near residential uses. Office/Business uses also make up less than 1 percent of future land uses and include non-retail businesses like office, banking, or other personal business services.

Mixed-use developments make up 17 percent of future land uses. The Mixed Use designation includes transit-oriented, mixed-use development styles with residential densities that are generally 4 to 16 units per acre, as well as development styles that mix office, commercial, light industrial and recreational uses. Mixed-use development is expected to be concentrated near the airport, around Fort Gillem and Southlake Mall, and along highways including SR 3/US 19/US 41/Tara Boulevard north of Jonesboro, Highway 138, Garden Walk Boulevard, and at interchanges on I-75 from Morrow to the Henry County line.

As some industrial development will be constructed under the Mixed Use category, areas with an Industrial land use designation are projected to be roughly 3 percent of future land uses. Heavy Industrial uses account for 3 percent of future land uses and include manufacturing facilities, processing plants, factories, warehousing and wholesale trade facilities, mining or mineral extraction activities, or other similar uses. These uses are often loud, disruptive, or have other effects which may be felt by nearby uses. Light Industrial uses account for less than one percent of future land uses and are typically dedicated to assembly, warehousing, wholesale trade facilities, and other industrial uses which could coexist with some business uses. Industrial areas will continue to be heavily concentrated near the airport and Fort Gillem.



**Table 4-2: Clayton County Future Land Use Composition**

Land Use Type	Acreage	Percent of Unincorporated County Area
Agricultural	8,342	12%
Conservation Residential	8,777	13%
Industrial	2,298	3%
General Commercial	2,600	4%
Neighborhood Commercial	147	>1%
Mixed Use	11,533	17%
Low Density Residential	12,207	18%
Medium Density Residential	13,817	21%
High Density Residential	2,467	4%
Office/Business	32	>1%
Public/Institutional	259	>1%
Parks/Recreation/Lakes	1,863	3%
Transportation/Utilities	2,684	4%

Source: Clayton County Geographic Information Systems Division

### 4.3. Developments of Regional Impact (DRI)

Under the Georgia Planning Act of 1989, any large-scale development that is likely to result in regional impacts is subject to review as required by the Georgia Department of Community Affairs (DCA). In the Atlanta region DRIs are subject to review by the ARC, and the Georgia Regional Transportation Authority (GRTA). After the review is complete, the local government retains the authority to make the final decision on whether to approve the development. Three DRI studies, summarized in **Table 4-3**, have been submitted or completed in Clayton County since the previous CTP was published in 2008. Two have since been constructed and a third terminated:

- The completed Anvil Block Land Partners LLC development is a 794,600-square foot warehouse and distribution center located on approximately 56 acres. It is located on Anvil Block road, east of I-675 and west of Bouldercrest Road, as part of the Gillem Logistics Center.
- The completed Fast Park and Relax project constructed 1,763 parking spaces on the north side of C.W. Grant Parkway east of I-75.
- The proposed Jones Petroleum project was determined to not be a DRI and its review was terminated.

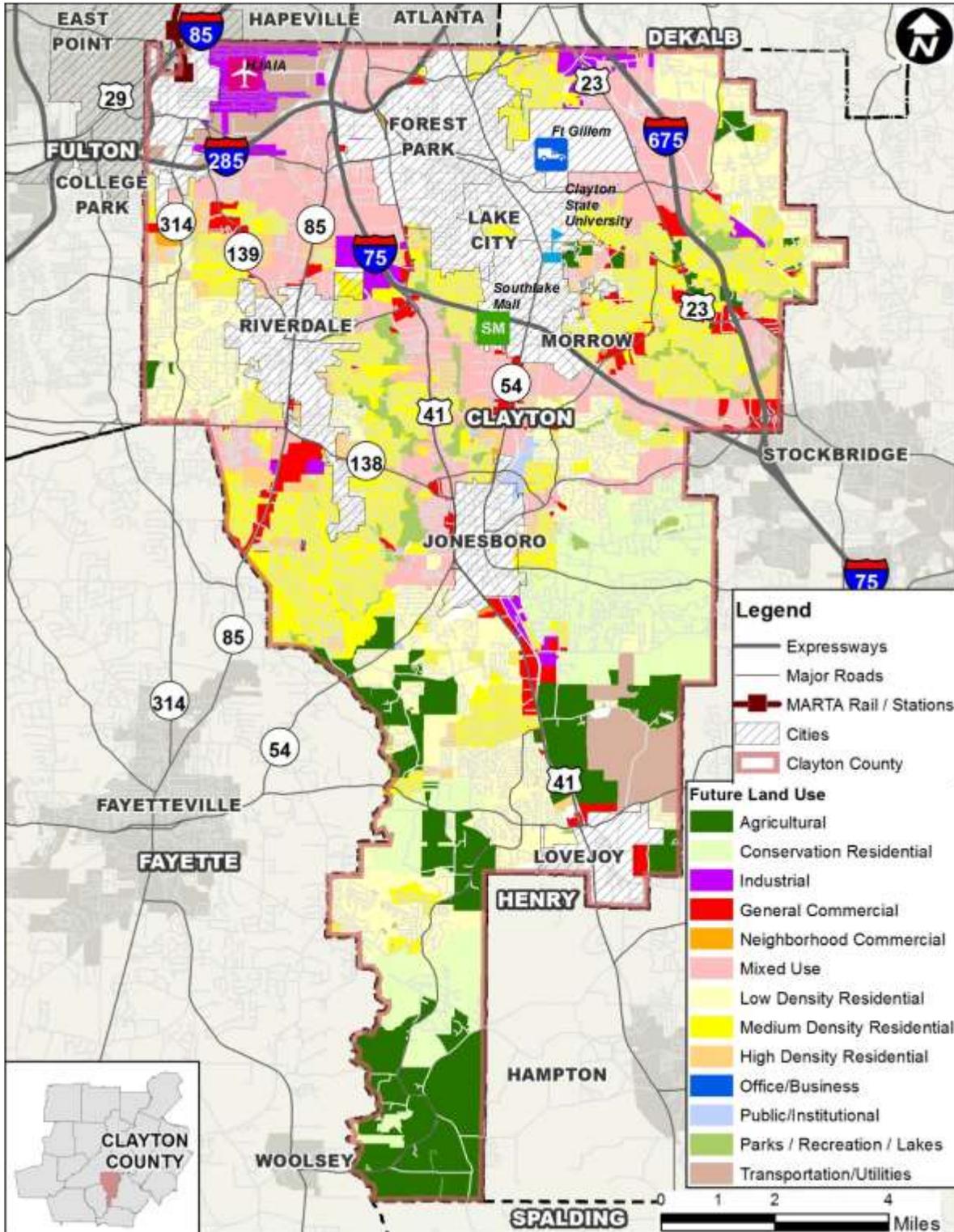
**Table 4-3: Clayton County Development of Regional Impact (DRI) Studies (since 2008)**

DRI ID #	Project Name	Development Type	Date Submitted	Status
2519	Anvil Block Land Partners LLC	Wholesale & Distribution	10/15/2015	Completed
2391	Fast Park and Relax	Any other development types	2/17/2014	Completed
2376	Jones Petroleum	Any other development types	10/31/2013	Terminated

Source: Georgia DCA



Figure 4-2: Clayton County Future Land Use Map



Source: Clayton County Geographic Information Systems Division



## 4.4. Community Facilities

**Figure 4-3** shows various community facilities located throughout Clayton County including airports, police and fire stations, hospitals, libraries, colleges, schools, governmental facilities, and waste management services, among others.

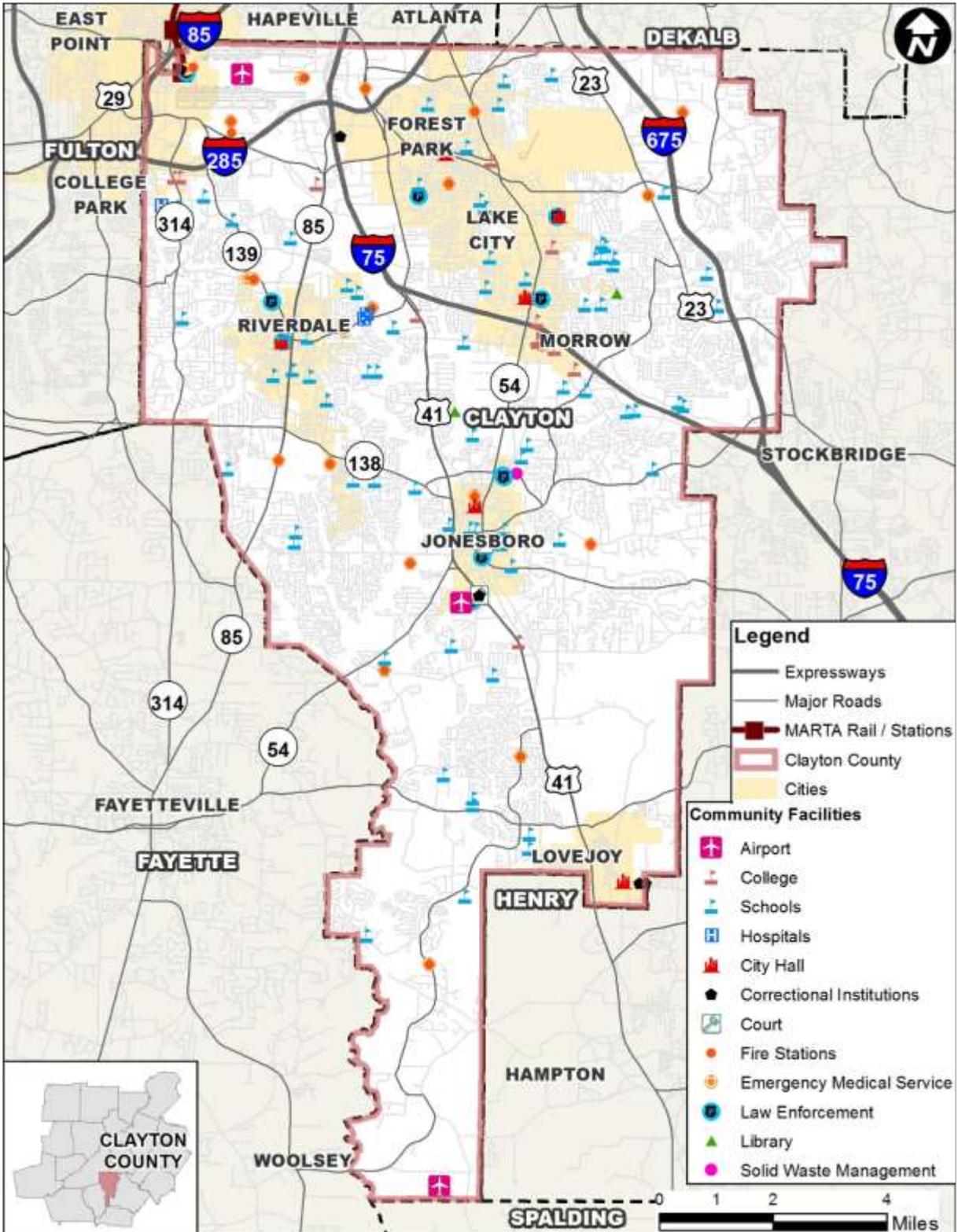
The City of Jonesboro is the county seat and home to the Clayton County Courthouse and the Harold R. Banke Justice Center. The Cities of Lovejoy, Riverdale, Lake City, Morrow, Forest Park and College Park also contain civic and institutional uses, including city halls, libraries, and municipal police and fire departments. H-JAIA, the world's busiest passenger airport, is in the northwest corner of the county.

Public education is provided by the Clayton County Public Schools (CCPS), which is the fifth largest school system in the state of Georgia. CCPS has over 70 campuses and serves approximately 50,256 students. The county is also home to Clayton State University, a public institution that draws students from throughout the county and surrounding region. Clayton State has approximately 6,600 undergrads on 192 acres near Morrow. There are also 11 private post-secondary education facilities throughout the county, many of them concentrated in Morrow.

Southern Regional Medical Center operates both its main campus in Riverdale and a satellite facility, Spivey Station in Jonesboro. There is also a third, smaller facility, Southern Crescent Behavioral Health's Anchor Hospital in College Park.



Figure 4-3: Clayton County Community Facilities



Source: ARC Open Data Portal



## 4.5. Natural and Cultural Resources

Planning requires consideration of the potential impacts that could arise from new or improved transportation facilities. This section therefore identifies the nature and location of natural and cultural resources in Clayton County. A Regionally Important Resource (RIR) is a natural or historic resource that is of sufficient size or importance to warrant special consideration by the local governments having jurisdiction over that resource. The Department of Community Affairs (DCA) requires that Regional Commissions, in coordination with stakeholders, identify important natural and cultural resources throughout the region and develop a plan for protection and management of these resources. Within the Atlanta Region’s *Regional Resource Plan* there are several RIRs identified in Clayton County.

Clayton County is home to five features that are listed in the US National Parks Service’s National Register of Historic Places, all of which are identified as RIRs. This includes three historic buildings, one historic district, and an archeological site. A listing of these historic features is provided in **Table 4-4**. Natural and cultural resources are shown in **Figure 4-4**.

**Table 4-4: Clayton County Landmarks Listed in the National Register of Historic Places**

Site	Resource Type	Location	Listing Year	ID
<b>Crawford-Dorsey House &amp; Cemetery</b>	Building	Lovejoy	1984	84000972
<b>Rex Mill</b>	Building	Rex	1979	79000712
<b>Stately Oaks</b>	Building	Jonesboro	1972	72000382
<b>Jonesboro Historic District</b>	District	SR 54/Jonesboro Road and SR 3/US 19/US 41/Tara Boulevard in downtown Jonesboro	1972	72000381
<b>Orkin Early Quartz Site</b>	Site	Clayton County / Fayetteville	1974	74000671

Source: ARC Open Data Portal

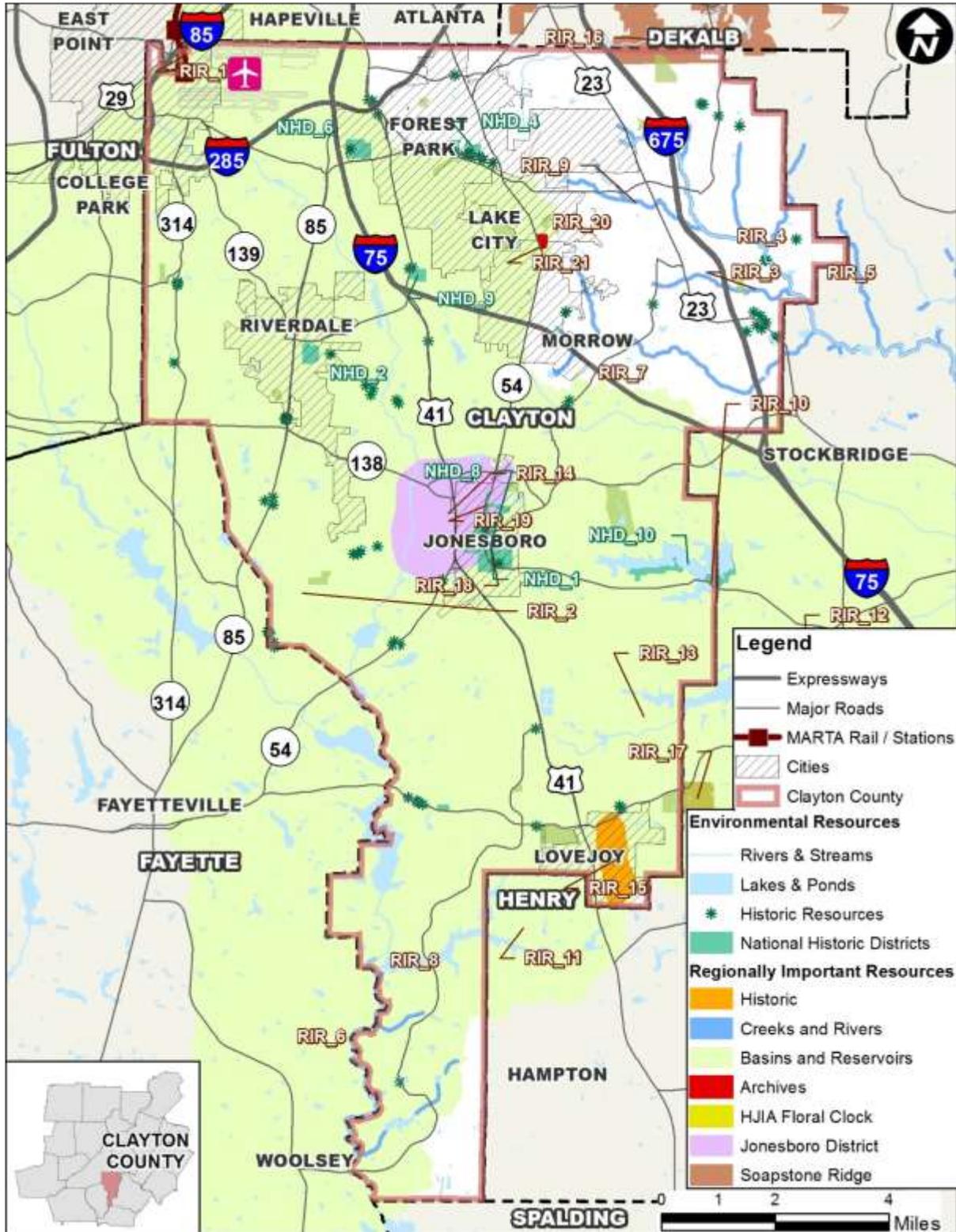
The plan also classifies the Clayton County Panhandle – the area at the far south of the county – as a Rural Preserve. This area was deemed significant for its preservation of rural character and the Flint River and Flint River Basin. The Flint River originates near the H-JAIA and flows south through Clayton County, and is a critical natural feature in the southern portion of the Atlanta Region.

Other RIRs within Clayton County include:

- Georgia State Archives and the National Archives Southeastern Division, recognized as cultural sites
- Soapstone Ridge, an archeological site
- Hartsfield Jackson International Airport Floral Clock, a designed landscape
- Civil war sites such as Jonesborough, Lovejoy’s Station, and Jonesboro Confederate Cemetery.



Figure 4-4: Clayton County Natural and Cultural Resources



Source: ARC Open Data Portal



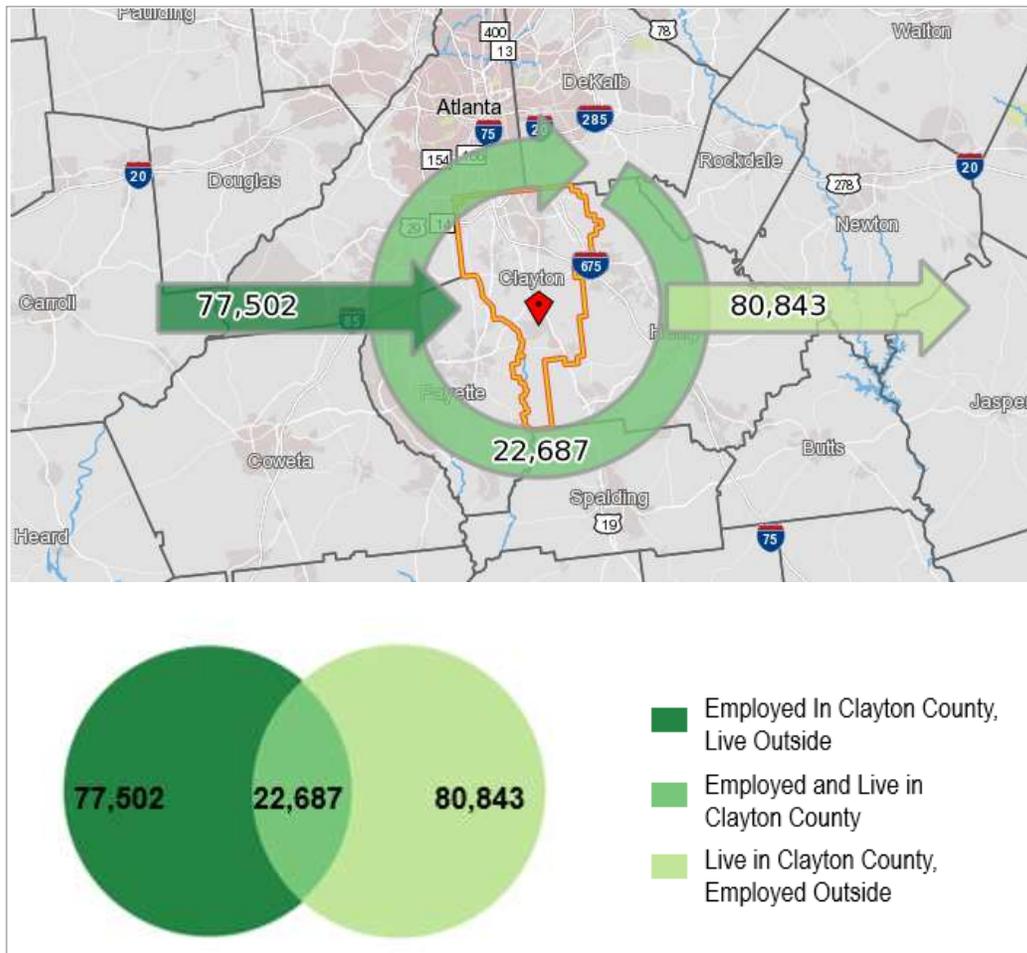
## 5. TRAVEL PATTERNS

Where Clayton County residents live and work influences travel patterns and the demands placed on the transportation network. This chapter explores commute statistics including transportation mode to work and average commute travel time by different transportation modes.

### 5.1. Work and Home Locations

Approximately 22 percent of Clayton County residents are employed work within the county while 78 percent of residents work in other counties, primarily in Fulton, DeKalb, Henry, and Fayette Counties. As shown in **Figure 5-1**, the number of people who commute into Clayton County for work are comparable to the number of people who live in Clayton and commute elsewhere for work. Major employment centers in the county include H-JAIA and Clayton State University.

**Figure 5-1: Clayton County 2014 Inflow/Outflow Job Counts in 2014**



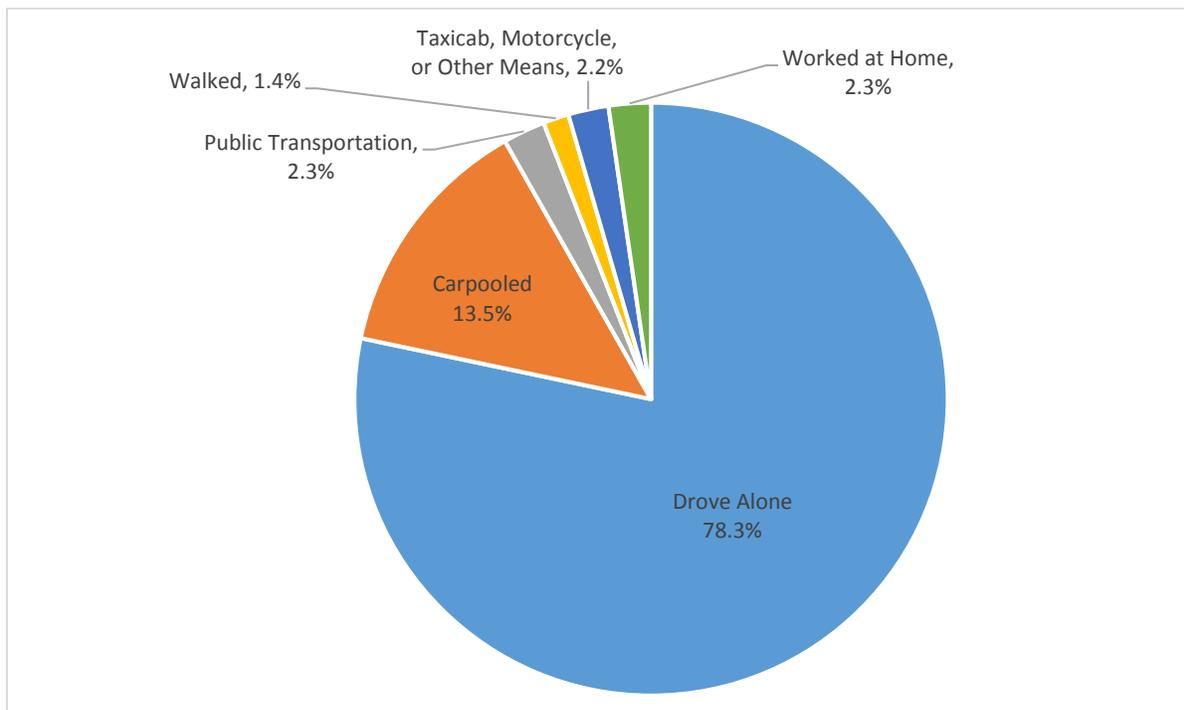
Source: Longitudinal Employer-Household Dynamic data, Center for Economic Studies, US Census



## 5.2. Commute Statistics

Approximately 92 percent of the Clayton residents used a private vehicle to get to work, including commuters who drove alone (78.3 percent) and carpooled (13.5 percent). Public transportation, walking, and other modes were means of transportation for 2.3, 1.4, and 2.2 percent of all commuters, respectively. A small portion of the commuters, 2.3 percent, telecommuted by working at home. **Figure 5-2** shows a pie chart for the means of transportation to work.

**Figure 5-2: Means of Transportation to Work for Workers 16 and Over in Clayton**



Source: U.S. Census Bureau, 2011-2015 American Community Survey 5-Year Estimates, Table B08101



## 6. TRANSPORTATION MOBILITY AND SAFETY

This chapter presents an inventory of existing transportation systems in Clayton County including roads, highways, and bridges; freight network; transit, and active transportation. Active transportation refers to any form of self-propelled, human-powered transportation such as walking or biking. The inventory also includes crash statistics such as key crash locations, crash types, and crashes involving fatalities or pedestrians/ bicyclists.

### 6.1. Roadway Network

This section provides an overview of the roadway network, which includes roadways, the traffic control system, bridges, and roadway conditions in Clayton County.

#### 6.1.1. ROADWAY INVENTORY

This section presents a discussion of roadway characteristics such as functional classification of roads and roadway capacity in Clayton County. Data for the roadway inventory was collected from the Georgia Department of Transportation (GDOT), Federal Highway Administration (FHWA)'s Highway Performance Monitoring System (HPMS) dataset, INRIX dataset from ARC Freight Mobility Plan Update, and ARC's open data portal and regional travel demand model.

##### 6.1.1.1. Functional Classification

Roadway facilities are grouped in categories, called Functional Classifications, which are based on nature of traffic using the facility and physical characteristics of the facility such as number of lanes, access control, separation between directional travel and type of area. Furthermore, Functional Classifications aid in determining eligibility of roads for federal aid.

The FHWA defines the hierarchy of the highway functional classification system and includes the following roadway classes: urban principal arterials, minor arterial streets, collector streets, and local streets for urbanized areas and small urban areas. Owing to the important location of Clayton County in Atlanta region, all roadway facilities in the county are classified to be in urbanized areas. **Table 6-1** summarizes the lane mileage and VMT by functional classification of roads in Clayton County. The functional system for urbanized areas is defined as:

- Urban Principal Arterial – The principal arterial system is designed with a focus on providing mobility, especially for longer trips, and often include access control measures, such as interchanges or medians. The principal arterial system is stratified into the following groups: 1) Interstate, 2) Other freeways and expressways, and 3) Other principal arterials without access control.
  1. Interstates: These roadways are designed and constructed as limited access, divided highways facilitating high levels of mobility and with long-distance travel in mind. While Interstates account for only 7 percent of total lane miles in the county, these roads have about 39 percent of total VMT.



2. Other Freeways and expressways: Roadways in this category are similar to Interstates in design but are not on the Interstate Highway System. Directional travel lanes on these roadways are usually separated by a physical barrier and are access controlled, apart from a very limited number of at-grade intersections. Clayton County has just about a mile of roads classified as Other Freeways near H-JAIA.
3. Other Principal Arterials: These arterials provide high levels of mobility and serve major urban centers, usually radiating out from the center. Unlike Interstates and Other Freeways, Other Principal Arterials can be directly accessed from abutting businesses and other land uses. Principal Arterials account for about 6 percent of total lane miles in the county, but contribute about 16 percent of the total VMT.
  - Urban Minor Arterial – The minor arterial street system should interconnect with and augment the urban principal arterial system and provide service to trips of moderate length at a lower level of mobility than principal arterials
  - Urban Collector – The collector system gathers traffic from local streets and channels it into the arterial system. The collector system also provides land access and traffic circulation within residential neighborhoods, commercial and industrial areas.
  - Urban Local Street – The local street system primarily provides direct access to abutting land and access to the higher classes of roadways. It offers the lowest level of mobility and usually does not contain bus routes. These roadways are often designed to discourage through traffic movements.

**Table 6-1: Lane mileage and VMT by functional classification in Clayton County**

Road System Type	Lane Mileage	Percent Lane Miles of Total	VMT	Percent VMT of Total
<b>Interstate</b>	188	6.9%	3,232,002	38.6%
<b>Freeway</b>	1	0.0%	12,740	0.2%
<b>Principal Arterial</b>	166	6.1%	1,307,359	15.6%
<b>Minor Arterial</b>	282	10.4%	1,395,129	16.7%
<b>Collector</b>	131	4.8%	336,713	4.0%
<b>Local</b>	1945	71.7%	2,079,338	24.9%
<b>Totals</b>	2,713	100.0%	8,363,280	100.0%

Source: GDOT, Office of Transportation Data, Mileage by Route and Road System Report 445 for 2015

**Figure 6-1** illustrates the functional classification of roads in Clayton County based on FHWA’s 2015 HPMS dataset for Georgia. Interstates I-75, I-85, I-285 and I-675 pass through Clayton County. SR 3/US 19/US 41/Tara Boulevard, SR 85, SR 138 are classified as principal arterials, as are other major roads, such as Fayetteville Road and McDonough Road, that provide important connections to urban centers. Except for SR 138, most of the roads that provide east-west connectivity in the county are classified as Minor Arterials.





### 6.1.1.2. Roadway Capacity

A roadway's capacity indicates the extent to which it can be used to move people and goods and is determined by the number of lanes combined with other characteristics such as access, land use, area type and geometric design. For example, a two-lane local street is designed to move fewer people than a two-lane minor arterial. Because roadway capacity differs based on characteristics of the surrounding area, it should be considered in context of the roadway's surroundings.

**Figure 6-2** shows the total number of lanes on roads in Clayton County. **Figure 6-3** illustrates the estimated Average Annual Daily Traffic (AADT) volumes for 2015 in Clayton County. Most segments on interstates I-75, I-285 and I-85 had an AADT 80,000 or more. I-675 along with sections on other major roads such as SR 3/US 19/US 41/Tara Boulevard, SR 85 had an AADT volume between 40,000 to 80,000. FHWA's HPMS 2015 dataset for Georgia was used to get information about number of lanes on roads and AADT in Clayton County.

**Figure 6-4** illustrates the performance of roads in Clayton County during PM Peak Period (3 PM to 7 PM) using a standard measure of traffic operations, Level of Service (LOS). LOS is a qualitative measure expressed from LOS A to LOS F, where LOS A represents free-flow conditions and LOS F represents heavily congested stop-and-go conditions. LOS E and F are generally considered to be unacceptable service. Level of Service data was gathered from the ARC's Regional Travel Demand Model outputs for 2017.

Most of the road segments in the southern half of the county had less than 70 percent of their capacity being utilized (defined as level of service A, B or C), leading to near free-flow speeds. Demand on some segments of major roads such as SR 85, SR 3/US 19/US 41/Tara Boulevard, SR 314, SR 139 and others was estimated to exceed their capacity in the southbound direction during PM peak.



Figure 6-2: Existing Number of Lanes on Roads in Clayton County



Source: HPMS 2015 Dataset for Georgia, FHWA



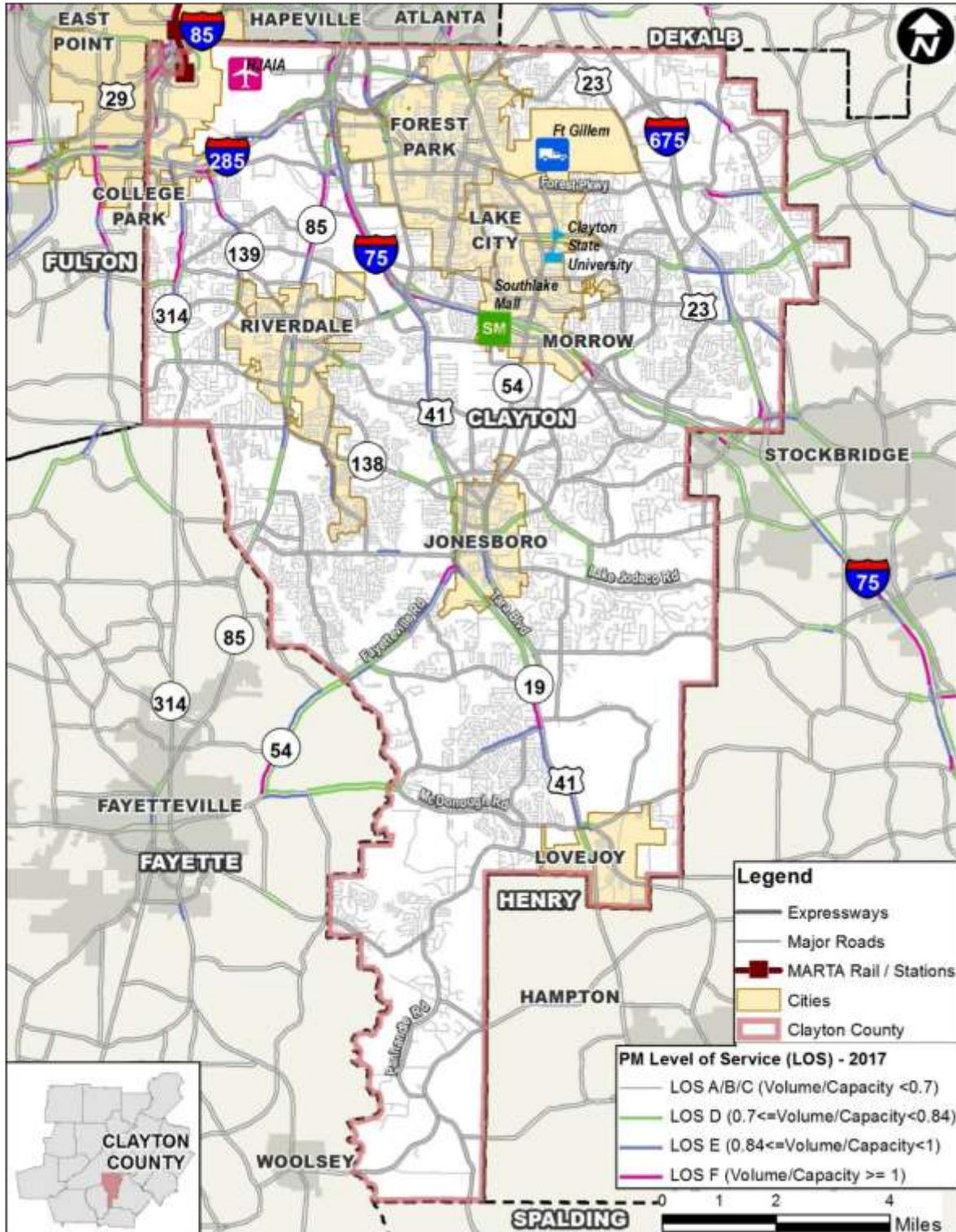
Figure 6-3: 2015 Average Annual Daily Traffic (AADT) in Clayton County



Source: HPMS 2015 Dataset for Georgia, FHWA



Figure 6-4: PM Level of Service in Clayton County



Source: 2015 Travel Demand Model Outputs, ARC

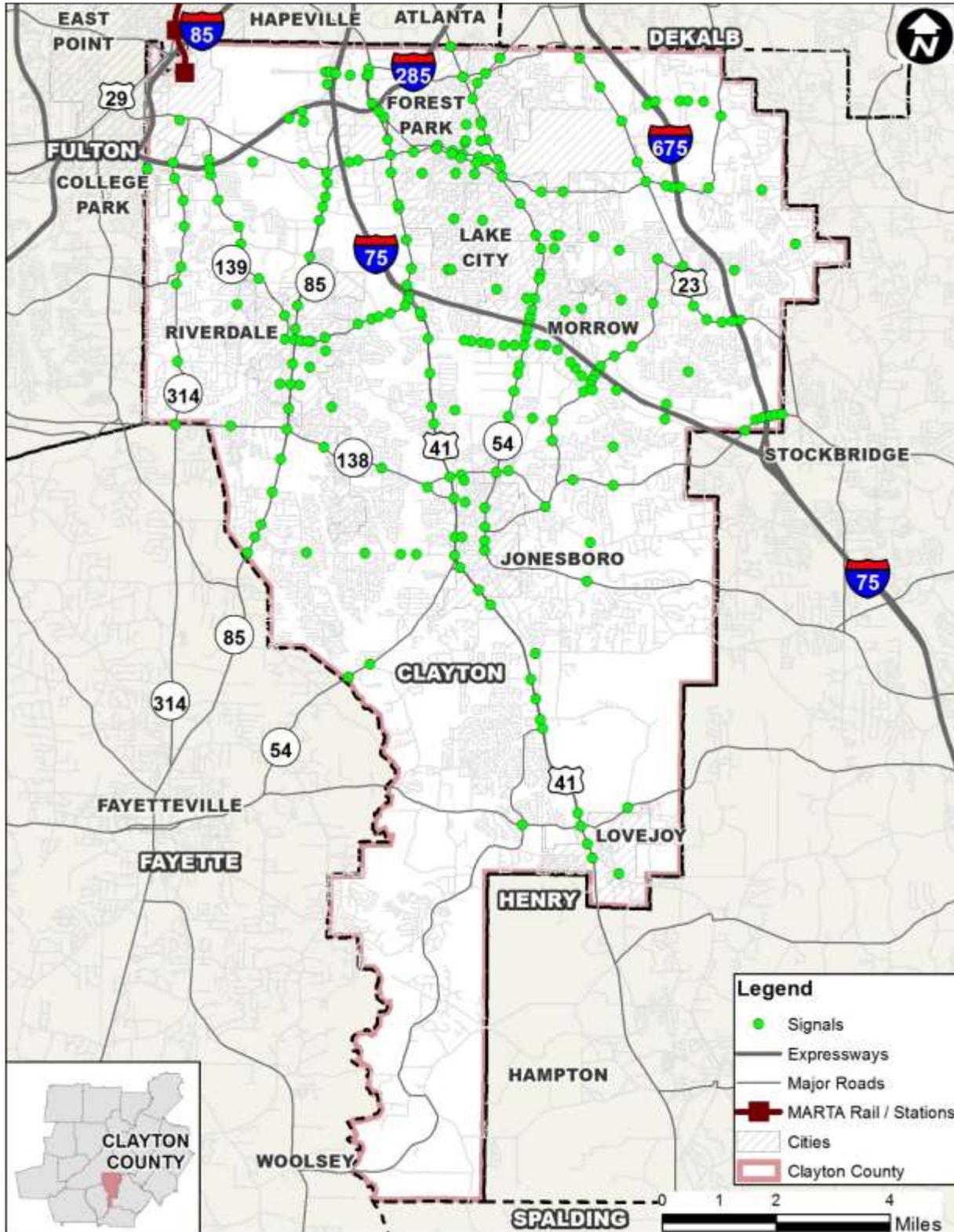


### 6.1.2. TRAFFIC CONTROL SYSTEM

Clayton County’s traffic control system consists of traffic signals, flashers, close-circuit televisions (CCTVs), fiber optic communication systems, and the Clayton County Traffic Control Center (TCC). Data from GDOT and field observations show that a total of 252 traffic signals are currently operating at intersections in Clayton County. The locations of all signalized intersections are illustrated in **Figure 6-5**. According to the Clayton County website, the Clayton County TCC has control over 135 traffic signals, 44 CCTV cameras, and three (3) changeable message signs. The center continuously monitors the flow of traffic along its major arterials to provide “real-time” information concerning crashes, lane closures, road construction, signal malfunctions, and other incidents.



Figure 6-5: Traffic Signals - Clayton County



Source: Clayton County - 2008 Comprehensive Transportation Plan, Consultant Analysis



### 6.1.3. BRIDGE INVENTORY AND CONDITIONS

This section presents an inventory of the location and conditions of the 159 bridges on the Clayton County roadway network. Of these, 65 are on county roads, 30 are on state routes, 62 are on interstates and associated interchanges, and 4 are located within and owned by H-JAIA.

GDOT updates bridge sufficiency ratings based on bi-annual inspections as required by the FHWA. For each bridge, inspectors perform the following assessments:

- A structural evaluation that considers the overall condition of the bridge
- A status evaluation that considers:
  - If the bridge is Functionally Obsolete, or has a design that is no longer appropriate for its current task.
  - If the bridge is structurally deficient, with a defect present in the deck, superstructure or substructure.

GDOT bridge inspectors also assign sufficiency ratings that take into consideration the bridges' structural condition, potential functional obsolescence, and importance to the traveling public. Ratings go from 0 to 100, where a score of 0 represents a bridge entirely deficient while a score of 100 represents a structurally acceptable bridge. Through consultation with structural and bridge engineers it was established that a bridge with a sufficiency rating above 75 is likely to maintain an acceptable rating for at least 20 years given adequate maintenance. Bridge structures with a sufficiency rating between 50 and 75 may have a useful life of less than 20 years and could potentially require major rehabilitation or reconstruction work during the time horizon covered by this study. Bridges with a sufficiency rating of 50 or lower were identified as potentially deficient. It should be noted that sufficiency ratings account for a variety of structural, cosmetic and safety factors. Thus, a low sufficiency score does not necessarily signal impending failure.

All bridges in Clayton County are presented by sufficiency rating in **Figure 6-6**. As can be seen in **Table 6-2**, there are 2 bridges with sufficiency ratings less than 50, and 38 bridges with sufficiency ratings greater than 50 but less than 75 in Clayton County. Two of the bridges included in this table are programmed for replacement in the next few years (See planned and programmed projects in **Table 7-4**. The bridge over the Flint River on Valley Hill Road (063-0076-0) is programmed for replacement in 2019 as a part of the widening of Valley Hill Road from Upper Riverdale Road to Battle Creek Road. The bridge over Camp Creek on SR 85 (113-0013-0) is programmed for replacement and widening in 2020.

A functionally obsolete bridge has a design that is long longer functionally adequate for its task. For example, a functionally obsolete bridge may not have enough lanes to accommodate existing traffic flow, or it may lack emergency shoulders. A functionally obsolete bridge is not necessarily a structurally unsound bridge; its use has just outgrown its design. The five functionally obsolete bridges in Clayton County are presented in **Table 6-3**.



A structurally deficient bridge has at least one identified structural defect. There is one structurally deficient bridge in Clayton County, the bridge on Rex Circle over Big Cotton Indian Creek (063-0086-0), owned by Clayton County. It has a sufficiency rating of 8.0 and is intended for replacement based on load capacity or roadway geometry.

**Table 6-2: Bridges with Sufficiency Ratings 75 or Below in Clayton County**

Bridge ID	Description	Sufficiency Rating	Year Constructed
<b>063-0086-0</b>	Rex Circle at Big Cotton Indian Creek	8.0	1932
<b>063-5016-0</b>	Brown Road at Swamp Creek	10.8	1958
<b>063-0076-0</b>	Valley Road at Flint River	55.0	1955
<b>063-5025-0</b>	Huie Road at Jesters Creek Tributary	57.2	1961
<b>063-0052-0</b>	I-285 at Flint River	59.0	1959
<b>063-5057-0</b>	10-28 Run (NLVR) at I-285	61.1	2006
<b>113-0013-0</b>	SR 85 NBL at Camp Creek	62.5	1947
<b>063-0067-0</b>	Fielder Road at I-75	63.2	1969
<b>063-0068-0</b>	Bethsaida Road Road at Camp Creek	63.2	1969
<b>113-0020-0</b>	Hampton Road at Flint River	63.3	1974
<b>063-0021-0</b>	SR 139 & WBL at Sullivan Creek	65.7	1959/1983
<b>063-0081-0</b>	Battle Creek Road at Jesters Creek	68.7	1964/1997
<b>063-0077-0</b>	Upper Riverdale Road at Flint River	69.0	1962/1981
<b>063-0054-0</b>	I-285 at SR 314	69.4	1985
<b>063-0075-0</b>	Morrow Road at Jesters Creek Tributary	69.5	1965
<b>063-0035-0</b>	I-75 at Jesters Creek Tributary	70.0	1965
<b>063-0036-0</b>	I-75 at Jesters Creek	70.0	1965
<b>063-0039-0</b>	I-75 at Jesters Creek Tributary	70.0	1965
<b>063-0053-0</b>	I-285 at Sullivan Creek	70.0	1959/2003
<b>063-0127-0</b>	I-675 at Panther Creek	70.0	1984
<b>063-0128-0</b>	I-675 at Tar Creek	70.0	1984
<b>063-0129-0</b>	I-675 at Upton Creek	70.0	1984
<b>063-0130-0</b>	I-675 at Big Cotton Indian Creek	70.0	1984
<b>063-0133-0</b>	I-675 at Conley Creek	70.0	1984
<b>063-0045-0</b>	I-285 Ramp at I-285 Ramp TO I-75 NBL	70.4	1954/1984
<b>063-5067-0</b>	River Glenn Drive at Camp Creek Tributary	70.8	1990
<b>063-0027-0</b>	SR 331 at Mud Creek	70.8	1959
<b>063-0029-0</b>	SR 331 (WBL) at I-75 and (1) Ramp	70.8	1959
<b>063-5012-0</b>	Reynolds Road at Jesters Creek Tributary	71.2	1964
<b>063-5073-0</b>	Rex Road at Big Cotton Indian Creek	71.9	2008
<b>063-5079-0</b>	Ole Town Morrow Road at Jesters Creek	71.9	2008
<b>063-5072-0</b>	Conrac Access Roadway at I-85	71.9	2008
<b>063-0049-0</b>	I-285 and Ramps at Mud Creek	72.0	1959
<b>063-5017-0</b>	Panhandle Road at Shoal Creek	72.1	1983



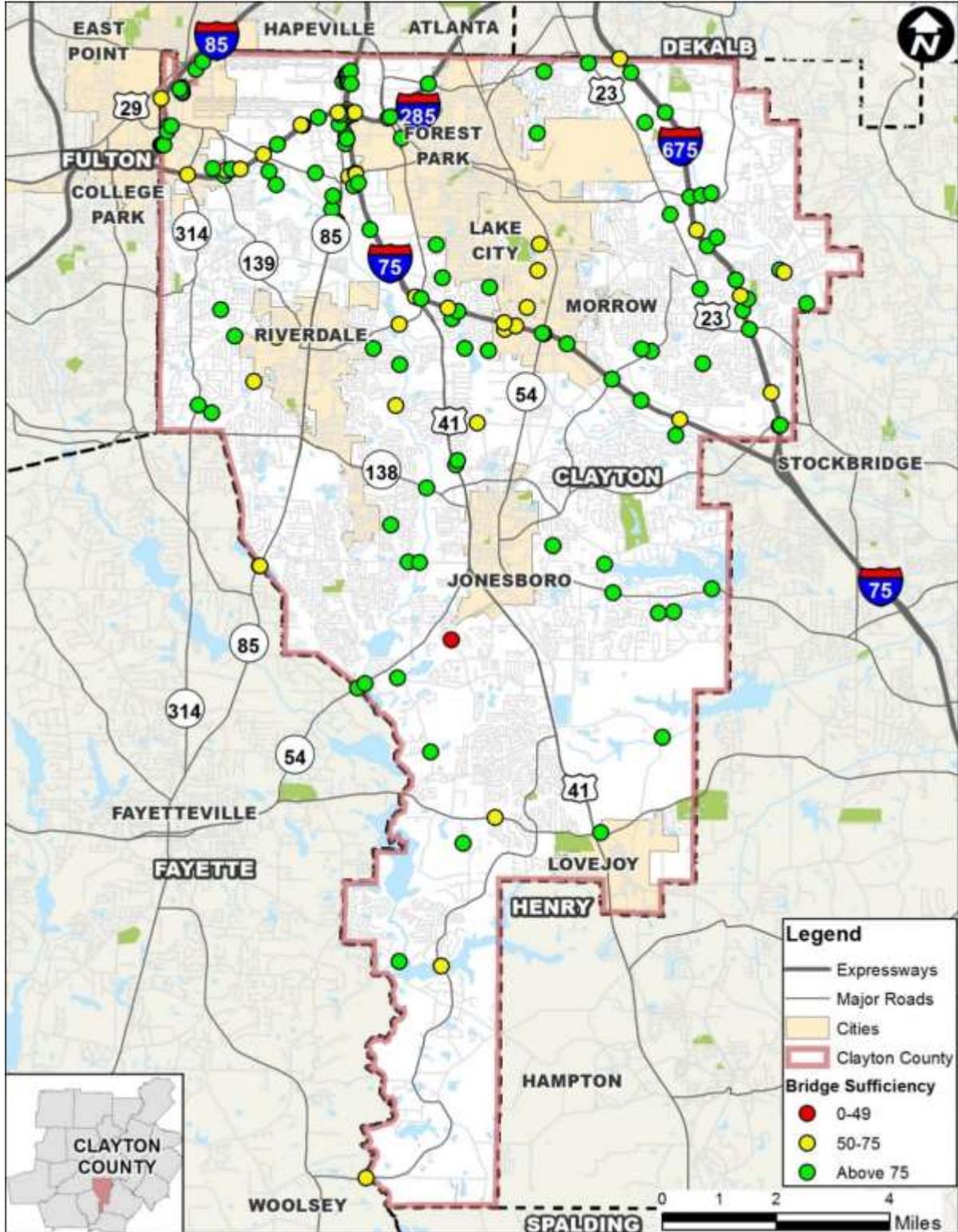
Bridge ID	Description	Sufficiency Rating	Year Constructed
<b>063-5042-0</b>	US 19 SR3 Conn. at I-75 (NBL & SBL)	72.9	1996
<b>063-0105-0</b>	I-285 at I-285 Ramp TO I-75 SB	73.1	1985
<b>063-0028-0</b>	SR 331 (EBL) at I-75 and (1) Ramp	74.3	1959
<b>063-0025-0</b>	Old Dixie Highway at I-285 & (2) I-285 RampS	74.3	1959
<b>063-0102-0</b>	I-75 (NBL Ramp) at I-75	74.5	1985
<b>063-0065-0</b>	McDonough Road at Hurricane Creek	74.9	1974

**Table 6-3: Functionally Obsolete Bridges in Clayton County**

Bridge ID	Description	Sufficiency Rating	Year Constructed	Length
<b>063-5016-0</b>	Brown Road at Swamp Creek	10.8	1958	42
<b>063-5025-0</b>	Huie Road at Jestors Creek Tributary	57.2	1961	41
<b>063-0075-0</b>	Morrow Road at Jestors Creek Tributary	69.5	1965	41
<b>063-0063-0</b>	North Bridge Road at Flint River	82.1	1980	200
<b>063-5012-0</b>	Reynolds Road at Jestors Creek Tributary	71.2	1964	40



Figure 6-6: Clayton County Bridge Locations and Sufficiency Ratings



Source: GDOT – Project Search Portal, Geoportal



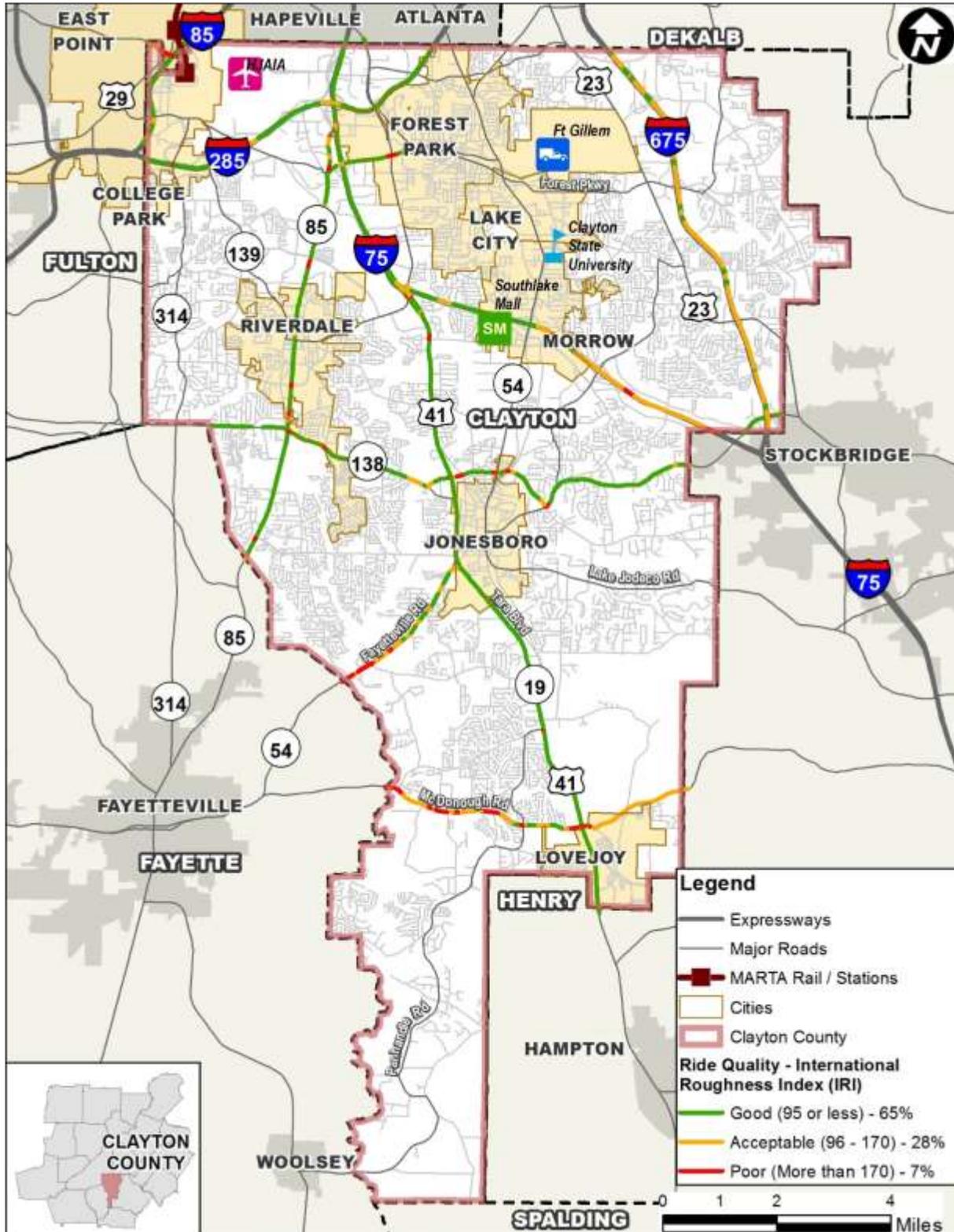
#### 6.1.4. PAVEMENT QUALITY

The condition of the road is a major factor affecting ride comfort and quality. Roughness of a road surface is measured using the International Roughness Index (IRI). IRI is usually reported in inches per mile, with higher rating indicating rougher roads. FHWA considers a roadway with IRI of 95 inches per mile or less to have good ride quality, and a roadway with an IRI of 170 inches per mile or less to have acceptable ride quality. Data on quality of pavement and resulting ride quality was collected from HPMS. 2015 HPMS dataset for Clayton County includes IRI measurements for about 66 miles of major roadways.

**Figure 6-7** illustrates performance on major roads in Clayton County for which IRI data was available in HPMS. Ride quality on majority of roadway segments in Clayton County for which IRI measurements were available was rated “good” at 95 inches or less per mile. Still, this pavement quality measurement is only a small sample of the roadway system, primarily focused on the major thoroughfares and highways. As city streets are not covered under GDOT’s Local Maintenance and Improvement Grant (LMIG) program, a separate assessment of maintenance of these streets would be needed to maintain a state of good repair in those areas.



Figure 6-7: Ride Quality on Roads in Clayton County



Source: HPMS 2015 Dataset for Georgia, FHWA



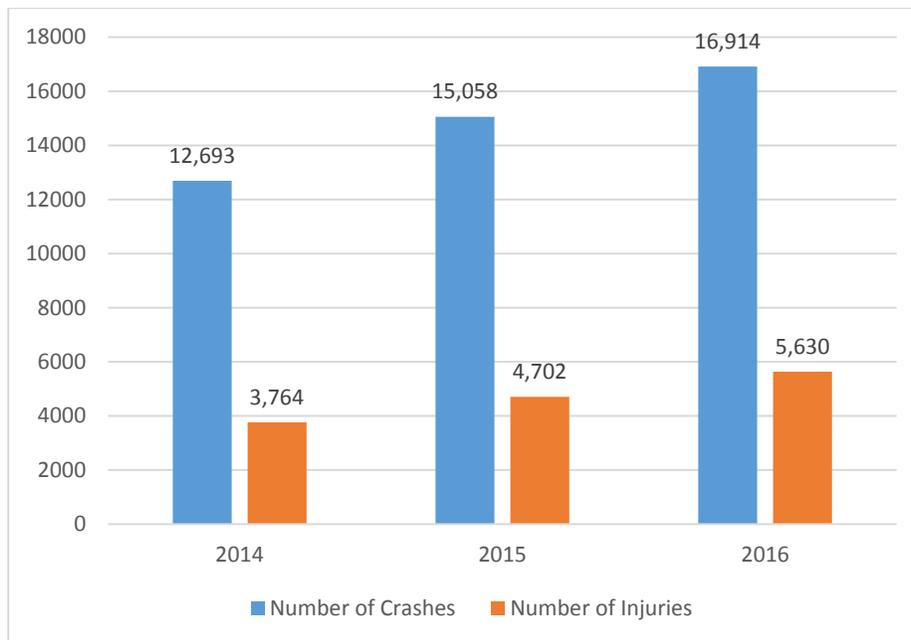
## 6.2. Crash Analysis

This section presents crash history data for Clayton County. Crash data were gathered through GDOT using Georgia Electronic Accident Reporting System (GEARS) database. The GEARS data are presented here with a caveat. In recent communications, the GDOT accident analysis group has specified that GEARS data are incomplete and may only represent 90 percent of the total crashes. The GEARS data are presented here not as an account of Clayton County’s entire crash history, but as a measure of crash patterns in the county.

### 6.2.1. CRASHES, CRASH TYPES, AND CRASH RATES

There were 44,665 crashes, 14,096 injuries, and 129 fatalities reported across Clayton County during the last 3-year period (2014-2016). As shown in **Figure 6-8** and **Figure 6-9**, total number of crashes and injuries increased at a steady rate during that time while the total number of fatalities jumped in 2016, nearly 2.6 times higher than those of 2015. The number of fatalities rose sharply both statewide and around the United States in 2015 and 2016 as well. Georgia experienced a 14 percent increase in fatalities since 2014, the biggest two-year jump in more than five decades.

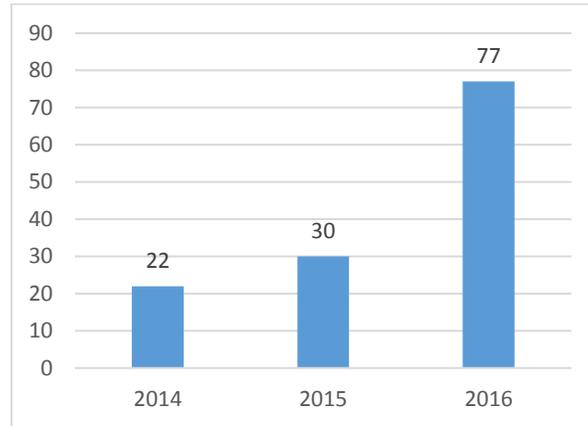
**Figure 6-8: Number of Crashes and Injuries in Clayton County**



Source: GEARS dataset – GDOT



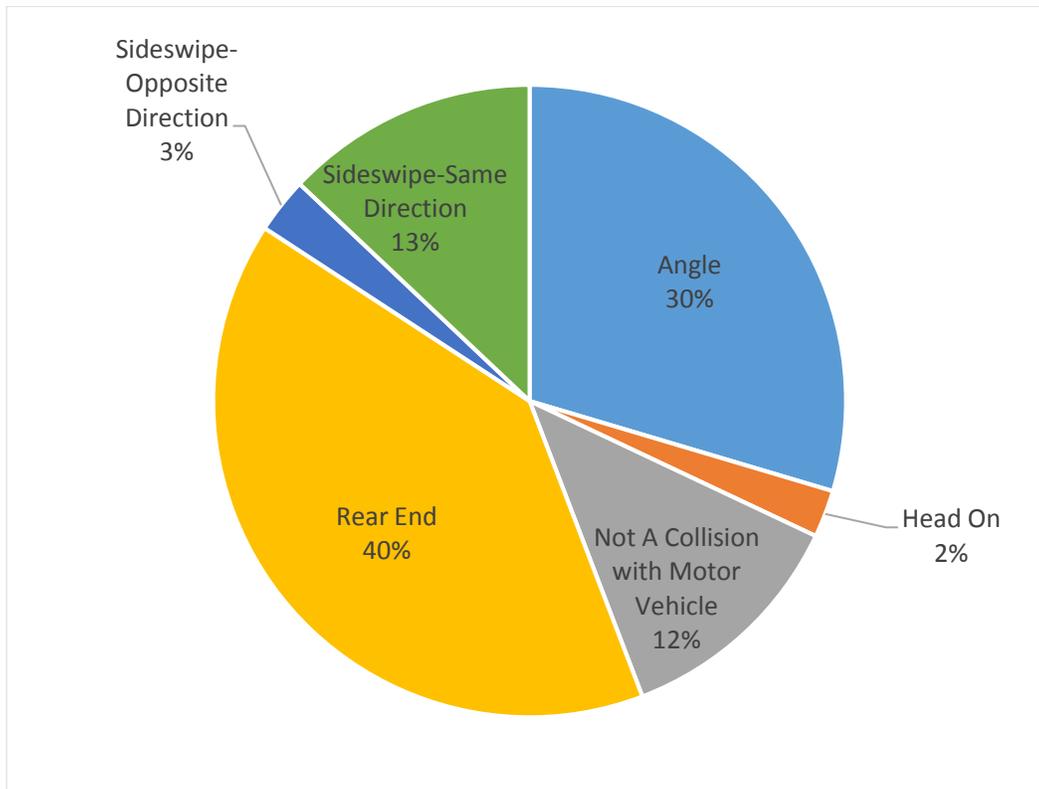
Figure 6-9: Number of Fatalities in Clayton County



Source: GEARS dataset – GDOT

As illustrated in **Figure 6-10**, rear end collisions (40 percent) were the most common types of crashes occurred in the county followed by angle collisions (30 percent). Approximately 6 percent of crashes (2,817) included a heavy vehicle involving either a single unit truck or a tractor/trailer, 0.6 percent of crashes (268) involved a pedestrian, and 0.1 percent of crashes (48) involved a bicyclist.

Figure 6-10: Number of Collisions by Maneuver (All crashes 2014-2016)



Source: GEARS dataset – GDOT



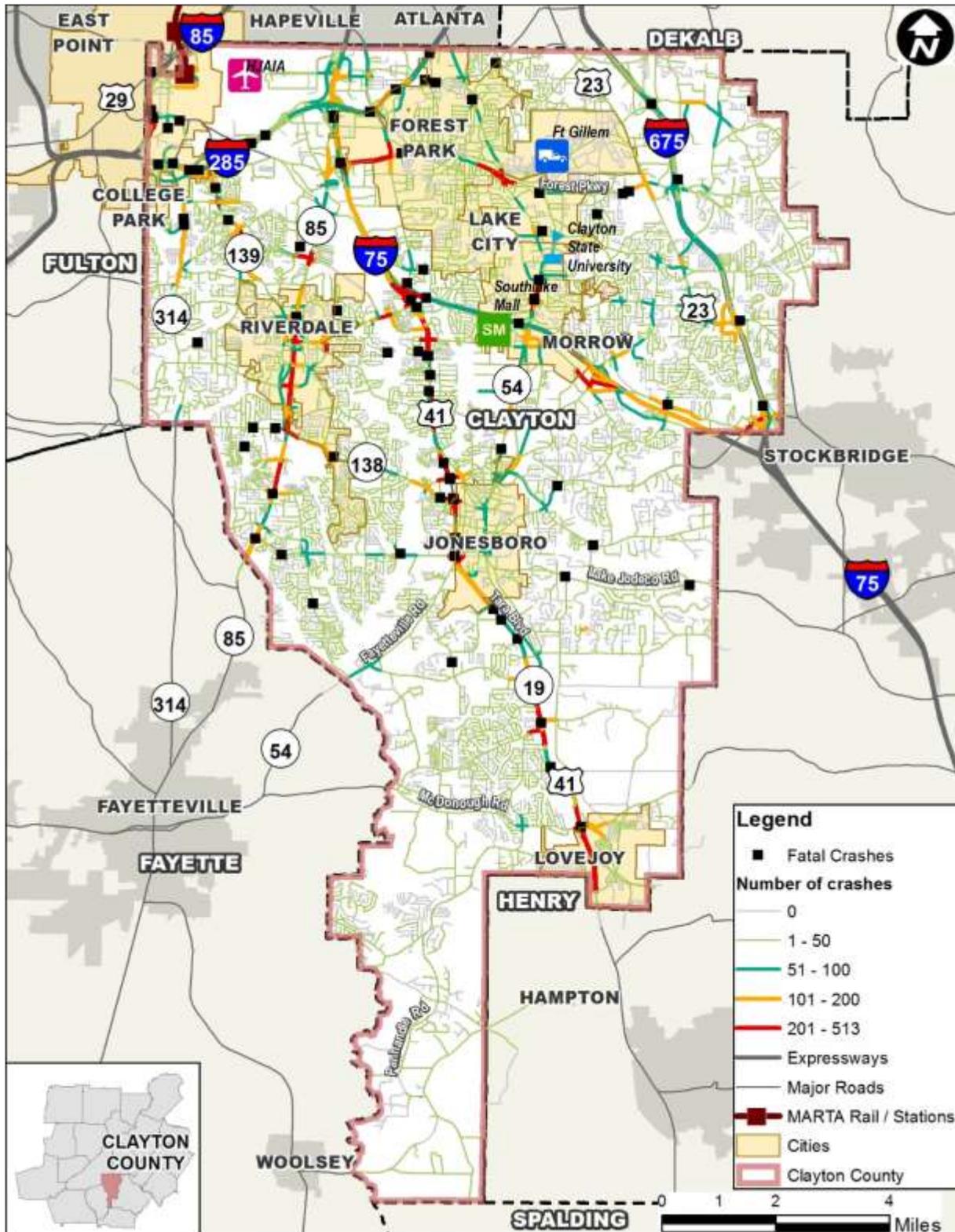
### 6.2.2. HIGH CRASH LOCATIONS

High crash locations in Clayton County include Interstates, State Routes and US Highways as shown in **Figure 6-11** and **Figure 6-12**. **Figure 6-11** identifies road segments with higher number of crashes such as those on I-75, SR 85, SR 3/US 19/US 41/Tara Boulevard and Forest Parkway. I-285 and US 19/41 were observed to have high number of fatal crashes. **Figure 6-12** identifies locations according to their crash density in Clayton County from 2014 to 2016. In addition to the highways identified above, roads such as SR 139, Flint River Road and Mount Zion Boulevard were also observed to have higher crash densities.

**Figure 6-13** shows the locations of crashes involving bicycle and pedestrians. Roads such as SR 139, SR 85, SR 3/US 19/US 41/Tara Boulevard, Upper Riverdale Road and roads near Clayton State University were observed to have a high number of crashes involving bicycle and pedestrians, which correlates with expected locations of high pedestrian or bicycle activity.



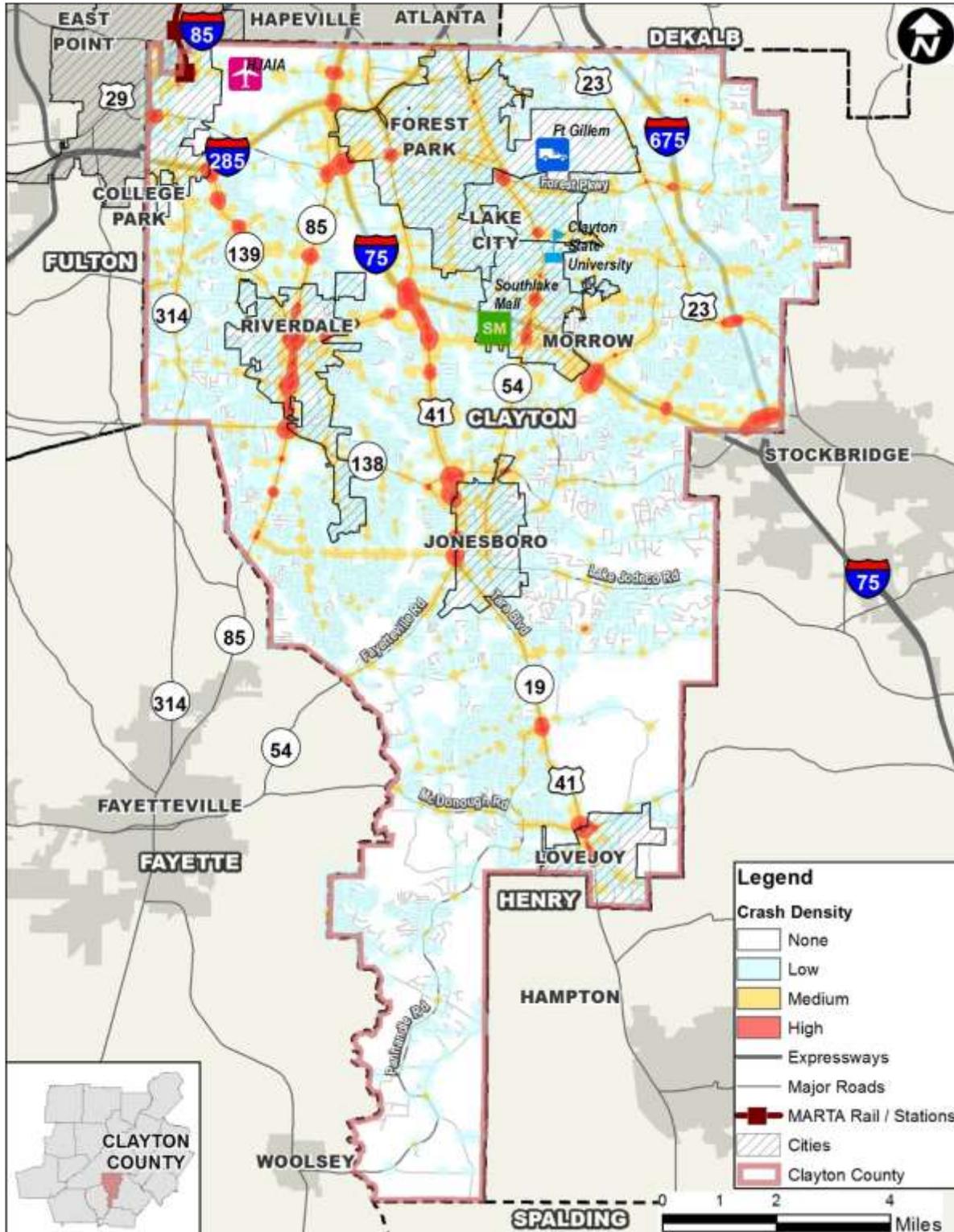
Figure 6-11: Number of Crashes and Locations of Fatal Crashes in Clayton County, 2014-2016



Source: GEARS dataset – GDOT



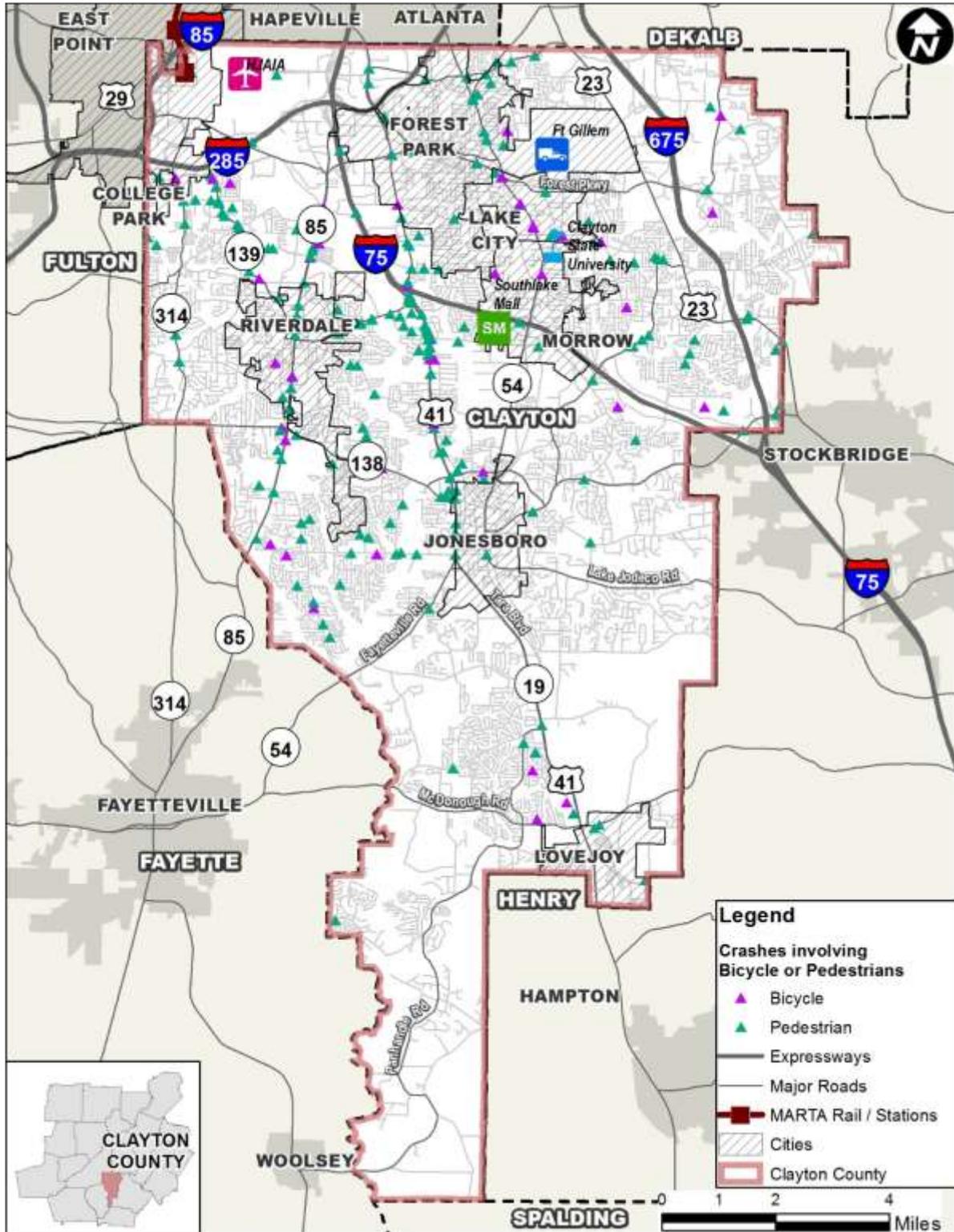
Figure 6-12: Crash Density in Clayton County, 2014-2016



Source: GEARS dataset – GDOT



Figure 6-13: Crashes involving Bicycles and Pedestrians in Clayton County



Source: GEARS dataset – GDOT



### 6.3. Aviation and Air Cargo

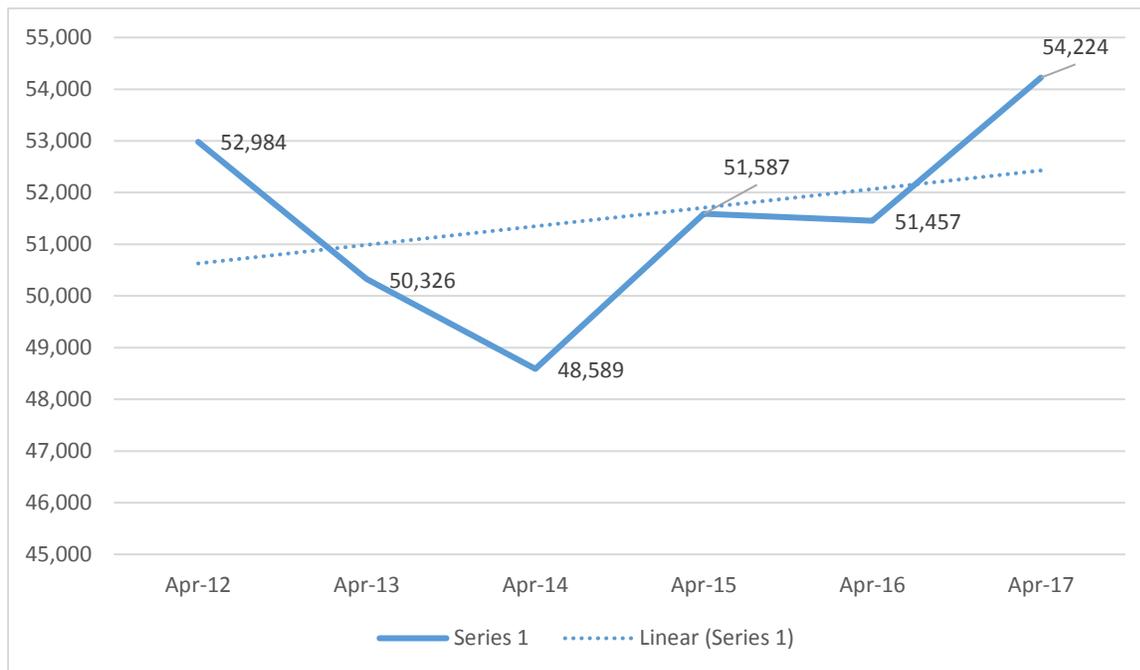
Clayton County is served by one public airport, H-JAIA. H-JAIA is the world’s busiest airport, with over 104 million passengers and nearly 650,000 tons of cargo moving through the airport in 2016. The airport provides more than 63,000 jobs onsite, many of which are filled by Clayton County residents. H-JAIA is accessible from I-85, I-285, and SR 3/US 41/Old Dixie Highway.

In May 2012, the airport opened the Maynard H. Jackson Jr. International Terminal, the final major component recommended in the 1999 Master Plan, and began the planning cycle anew. The 2015 master plan for H-JAIA details plans to modernize the domestic terminal, expand cargo operations and concourses, replace and expand the existing north and south parking decks, and construct a mixed-use commercial development on airport property.

#### 6.3.1. AIR CARGO

In April 2017, 54,224 metric tons of freight, express and mail moved into or out of H-JAIA, up 5.38 percent from April 2016 (see **Figure 6-14**). Though it has fallen and recovered since 2012, air cargo activity has risen slightly over the five-year period.

**Figure 6-14: Comparison of April Air Cargo Activity, 2012-2017**



Source: Monthly Airport Traffic Report, April 2017, April 2016, April 2015, April 2014, and April 2013, Department of Aviation, Hartsfield-Jackson Atlanta International Airport

The *ATL 2013 Economic Impact Summary* estimated that air cargo activities at HJAIA are responsible for almost 27,300 jobs in the Atlanta region and 6.7 billion in business revenue. It also reported that approximately 9,150 airport-based jobs at H-JAIA were related to air cargo.



The 2015 airport master plan projects that the total cargo weight at ATL will increase by 46 percent from 2011 to 2031, from 663,136 to 1,414,000. To accommodate this growth in cargo operations, the plan proposes the relocation of the North Cargo facilities so that they are proximate to the South Cargo facilities, with the acknowledgement that additional planning is needed prior to selection of a specific site. Of the two sites considered in the master plan, one would be accessible primarily from I-85; the other, I-75. The projected growth in air cargo, along with the relocation of air cargo operations and expansion of freight support services like warehousing in the vicinity of the airport, will place additional demands on the roadways in Clayton County that access these facilities.

## 6.4. Freight

The most recent *Atlanta Regional Freight Mobility Plan Update* (2016) identified seven freight clusters, areas that generate and attract disproportionately high volumes of freight. **Figure 6-15** shows the Airport/Clayton freight cluster identified in this study which encompasses much northern Clayton County.

### 6.4.1. TRUCK MOVEMENTS

Long distance truck movements through Clayton County occur primarily on the interstate facilities in the northern half of the county, I-75, I-675, I-85, and I-285. I-285 is the designated truck route around the City of Atlanta, thus most of the freight that moves through the Atlanta metro area utilizes I-285. I-75 is a major thoroughfare for freight going to or from the Port of Savannah via I-16. I-675 is a short link between I-75 and I-285 that connects with I-285 northeast of I-75. I-85 is a major route between Montgomery, Alabama and Atlanta.

The National Highway Freight Network (NHFN) was established as a part of Fixing America's Surface Transportation Act (FAST Act). Freight-specific federal funding is available for roads in the NHFN. Under the NHFN, I-75 and I-285 in Clayton County are classified as part of the Primary Highway Freight System (PHFS); I-85 and I-675, as other interstate systems not on the PHFS.

Several major roadways were also defined as regional truck routes as part of the Atlanta Strategic Truck Route Master Plan (ASTRoMaP), adopted in 2010. Clayton County highways included in this plan as regional truck routes include:

- US 23 north of SR 331
- SR 3/US 19/US 41/Tara Boulevard
- SR 54/Jonesboro Road west of SR 3/US 19/US 41/Tara Boulevard
- SR 138
- SR 331 between US 23 and SR 3/US 19/US 41/Tara Boulevard

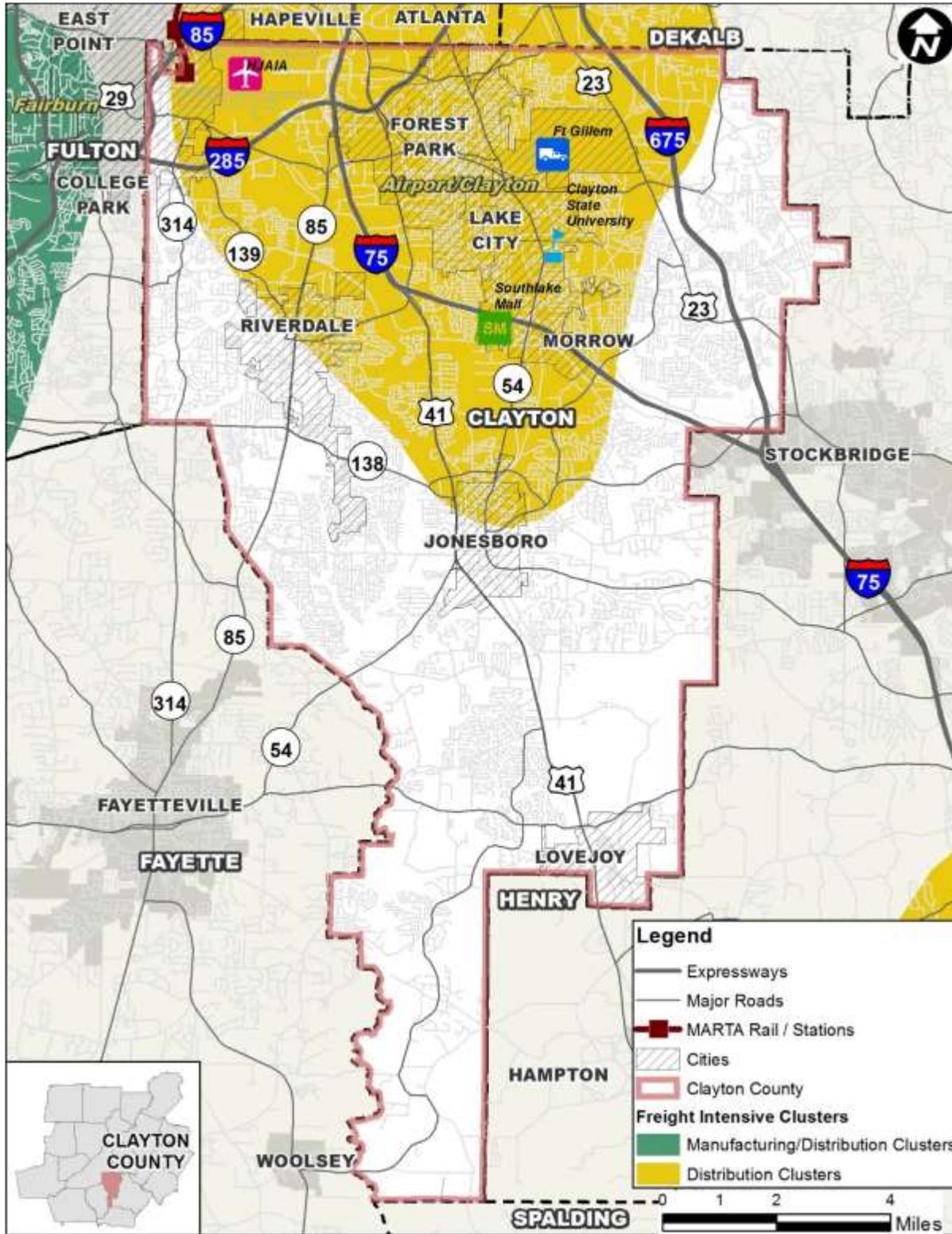
**Figure 6-16** illustrates national and regional truck routes in and around Clayton County.



A majority of truck freight originating in Clayton County comes from H-JAIA and the surrounding area in northern Clayton County. Fort Gillem, which was deactivated in 2011 as part of the Department of Defense Base Realignment and Closure (BRAC) process, is in the process of being redeveloped as an industrial complex called Gillem Logistics Center. This development is expected to include a 1,168-acre master planned industrial park by the first quarter of 2018, potentially adding another eight (8) million square feet of industrial space to the county's industrial inventory of approximately 54.5 million square feet (Clayton County Market Report, Atlanta Business Chronicle, May 2016).



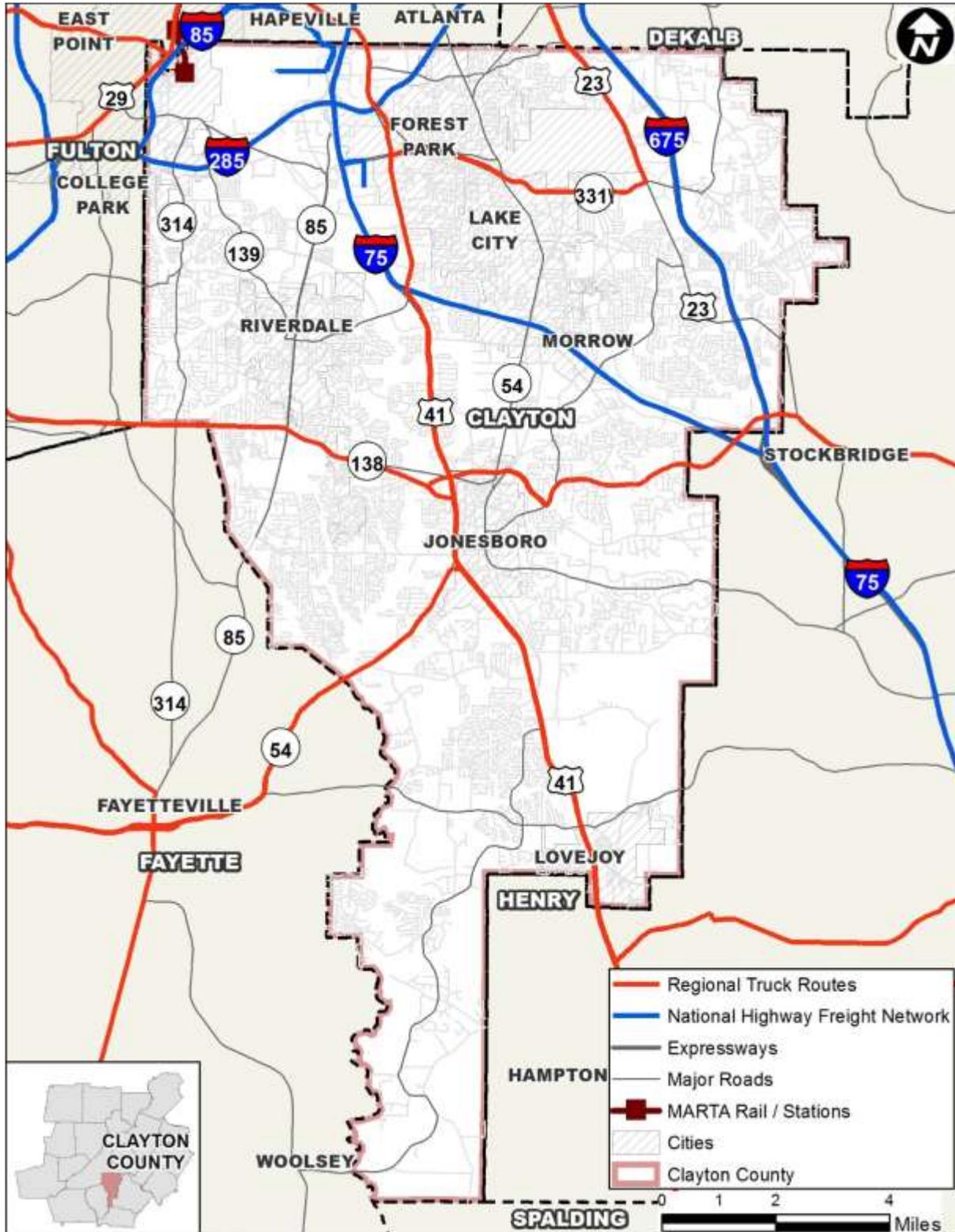
Figure 6-15: Airport/Clayton Freight Cluster in ARC's Latest Freight Mobility Plan



Source: Atlanta Region Freight Mobility Plan Update - ARC



Figure 6-16: Truck Routes in Clayton County



Source: ARC Open Data Portal



### 6.4.2. FREIGHT RAIL

There are three Class I rail lines that pass through Clayton County. Two of these lines are operated by Norfolk Southern Corporation (NS) between Atlanta and Macon. The busier of these two lines is the “Atlanta South” subdivision which was estimated to see between 15 and 25 trains per day with an annual traffic density of 40+ million gross tons (MGT) per the *Georgia State Rail Plan* (2015). The second NS line, the “Griffin” subdivision, runs with unlisted frequency and has much lower annual traffic density, between 1 and 5 MGT. The third class I rail line is a section of a major east-west link operated by CSX Transportation (CSXT) that runs through the extreme northwestern portion of Clayton County. This line connects Atlanta to Montgomery, Alabama and was reported to carry 17 trains per day with a traffic density of 25-43 MGT.

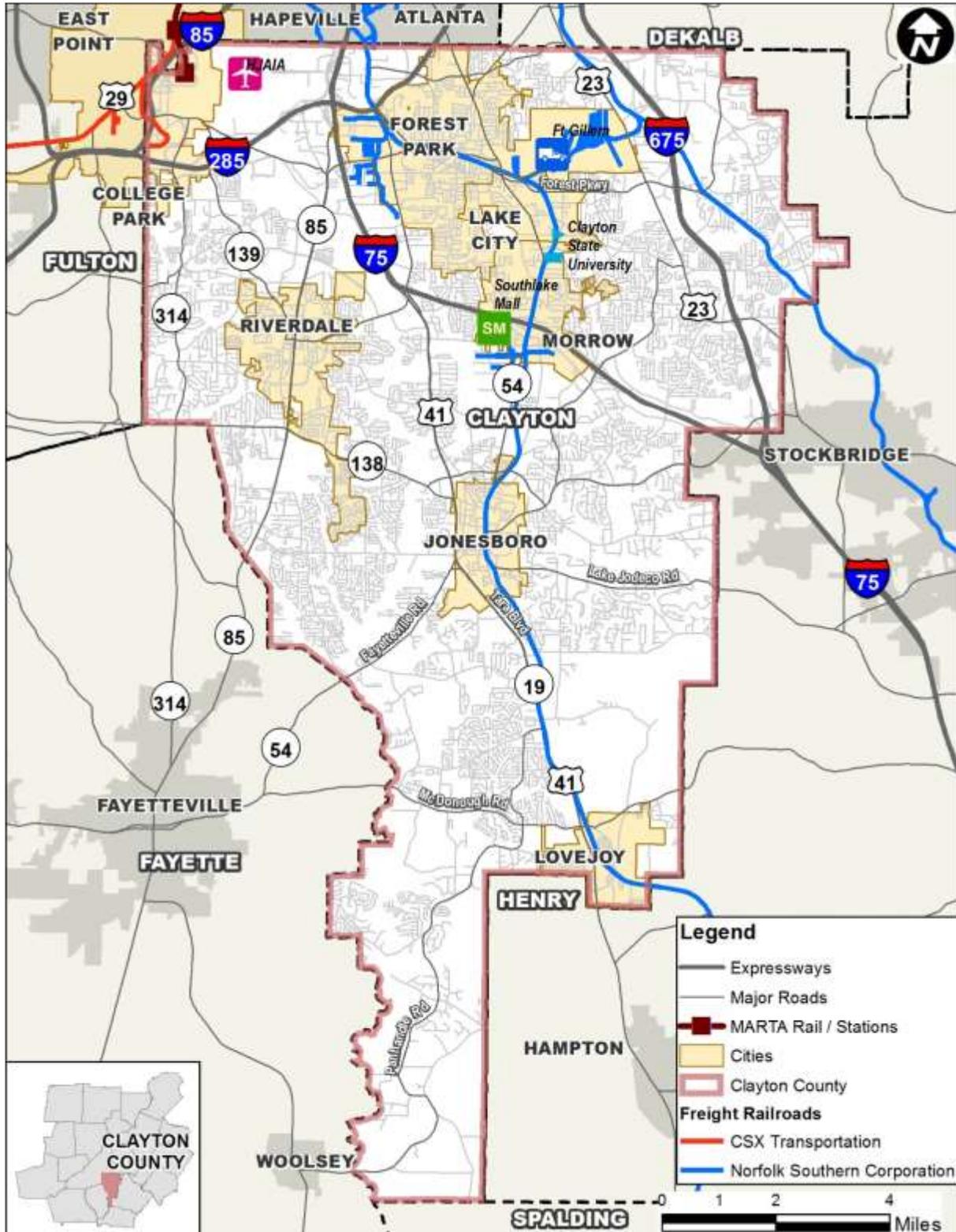
**Figure 6-17** illustrates the coverage of freight railways in Clayton County by operator. There are 69 locations where railroads and roadways intersect in Clayton County, and 49 of these locations are at-grade crossings accessible to the public. Of these public at-grade crossings approximately 60 percent have a full combination of gates, flashing lights, and bells while the remainder are controlled by only flashing lights, crossbucks, or no signs at all. A complete inventory of railroad-roadway crossings within Clayton County is provided in **Table 6-4**.

## 6.5. Transit

Transit is a critical component of Clayton County’s transportation network. As shown in **Figure 6-18** Clayton County’s transit system consists of rail and bus services. According to the ARC’s *Walk. Bike. Thrive!* plan (2016), the City of College Park has the highest share of commuters traveling via public transit in metro Atlanta region. Home to roughly 14,000 residents and with a population density of 1,377 people per square mile, College Park has more than double the average population density for the Atlanta region. Proximity to MARTA and H-JAIA, a significant employer for College Park residents, has many residents actively commuting by walking, transit, or a combination of these modes. MARTA Red and Gold rail lines connect H-JAIA to other destinations in metro Atlanta north of the county. For circulation within the county, 21 MARTA and GRTA bus lines serve various destinations in the northern Clayton County and between Jonesboro and Lovejoy at the southeast.



Figure 6-17: Freight Railways in Clayton County, by Operator



Source: ARC Open Data Portal



Table 6-4: Railroad Crossings in Clayton County

Crossing ID	Railroad	Public/Private	Highway	Cross Street	Position of Crossing	Warning Devices
935005T	NS	Public	CR1351	REX RD	RR Under Grade	N/A
935004L	NS	Public	SR413	I-675 SB	RR Under Grade	N/A
947286N	NS	Public	I-675	I-675 NB	RR Under Grade	N/A
935308C	NS	Private		INDUSTRIAL	RR at Grade	Signals
935309J	NS	Public	CR 1372	SOUTHERN RD	RR at Grade	Crossbucks
935310D	NS	Private		INDUSTRIAL	RR at Grade	Signals
935311K	NS	Private		INDUSTRIAL	RR at Grade	Signals
935312S	NS	Public	US ARMY	S 18TH ST	RR at Grade	Crossbucks
935313Y	NS	Public	US ARMY	S 11TH ST	RR at Grade	Crossbucks
935314F	NS	Private		YARD	RR at Grade	Signals
935315M	NS	Private		YARD	RR at Grade	Signals
935316U	NS	Private		YARD	RR at Grade	Signals
935317B	NS	Private		INDUSTRIAL	RR at Grade	Signals
935318H	NS	Private		INDUSTRIAL	RR at Grade	Signals
904080U	NS	Public	CR208	OLD DIXIE HWY-1	RR at Grade	Flashing Lights
904081B	NS	Public	CR1373	SOUTHLAKE PKWY	RR at Grade	Gates, Lights, Bells
904099L	NS	Public	CR 208	OLD DIXIE HWY-2	RR at Grade	Flashing Lights
904581Y	NS	Public	CR 1551	FOREST PARKWAY EX	RR at Grade	Gates, Lights, Bells
904115T	NS	Public	CR 1349	TERRELL PARKWAY	RR Under Grade	N/A
718144S	NS	Public	CR 1328	NOAH'S ARK RD	RR at Grade	Gates, Lights, Bells
718147M	NS	Public	CR 537	FREEMAN RD	RR at Grade	Gates, Lights, Bells
718150V	NS	Public	CS 603	E LOVEJOY RD	RR at Grade	Crossbucks
718152J	NS	Public	CS606	TALMADGE RD	RR at Grade	Flashing Lights
050340X	CSX	Public	CS 103101	LESLEY DRIVE	RR at Grade	Gates, Lights, Bells
904841P	NS	Public	CR 1570	CLAYTON STATE BLD	RR at Grade	Gates, Lights, Bells
904842W	NS	Public	SR138	JONESBORO BYPASS	RR at Grade	Gates, Lights, Bells
904843D	NS	Public	CS 1167	SOUTHLAKE PKWY	RR at Grade	Gates, Lights, Bells
718389H	NS	Public	CR 1350	ANVILBLOCK RD	RR Under Grade	N/A
718149B	NS	Public	SR920	MCDONOUGH RD	RR Under Grade	N/A
718123Y	NS	Public	SR401	I-75	RR Over Grade	N/A
718119J	NS	Public	CS.1561	HARPER DR.	RR Over Grade	N/A
717983R	NS	Public	SR407	I 285 SR 407	RR Over Grade	N/A
717982J	NS	Public	SR3	OLD DIXIE HWY	RR Under Grade	N/A
717970P	NS	Public	SR54	JONESBORO RD	RR Over Grade	N/A
929887A	NS	Public	ped	WALKWAY	RR at Grade	No Signs or Signals
717980V	NS	Public	CR208 - IND SPUR TRK	OLD DIXIE HWY	RR at Grade	Gates, Lights, Bells
717968N	NS	Public	CR 72	BURKS DRIVE	RR at Grade	No Signs or Signals
717971W	NS	Public	CS 865	PHILLIPS DR.	RR at Grade	Gates, Lights, Bells

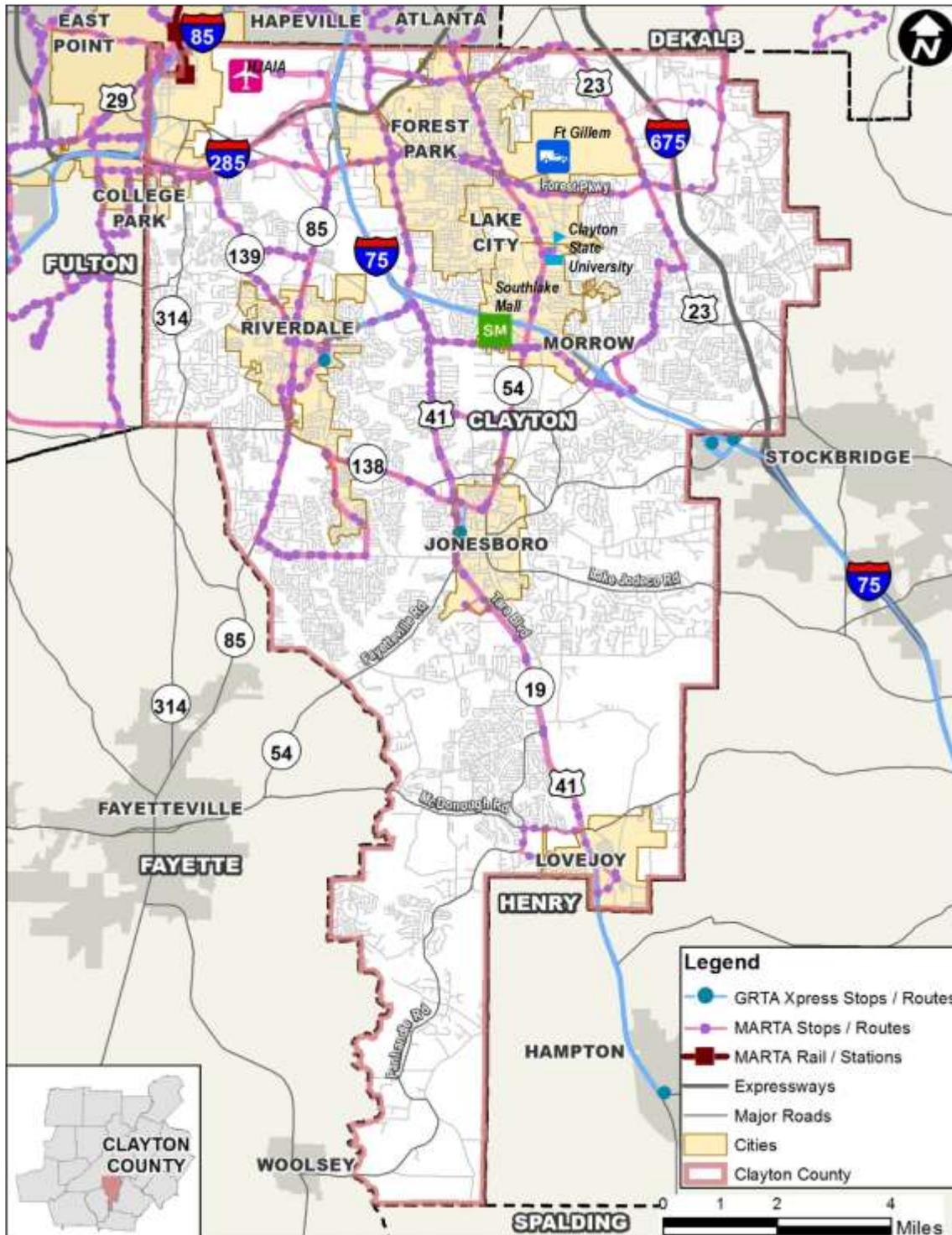


Crossing ID	Railroad	Public/Private	Highway	Cross Street	Position of Crossing	Warning Devices
717972D	NS	Public	CS 899	ASH ST.	RR at Grade	Gates, Lights, Bells
717973K	NS	Public	CS 781	LAKE DR.	RR at Grade	Gates, Lights, Bells
717974S	NS	Public	CS 733	WEST ST.	RR at Grade	Gates, Lights, Bells
717975Y	NS	Public	CS 755	HALE RD	RR at Grade	Gates, Lights, Bells
717976F	NS	Public	CR 308	KENNEDY RD	RR at Grade	Crossbucks
717977M	NS	Public	CR 309	BARNETT RD.	RR at Grade	Crossbucks
717979B	NS	Public	CR 211	LAKE MIRROR PL.	RR at Grade	Crossbucks
717981C	NS	Public	UNKNOWN	OLD DIXIE HWY.	RR at Grade	Crossbucks
717985E	NS	Public	CS 1162	CHARLES GRANT PKW	RR at Grade	Gates, Lights, Bells
718394E	NS	Public	CR	MIL WALK	RR at Grade	Gates, Lights, Bells
718395L	NS	Public	CR 109	HOMESTEAD RD.	RR at Grade	Gates, Lights, Bells
718120D	NS	Public	CR 31	OXFORD DR	RR at Grade	Gates, Lights, Bells
718121K	NS	Public	CR 1348	LAKE HARBIN RD	RR at Grade	Gates, Lights, Bells
718122S	NS	Public	CS 1159	ADAMSON PRKWY	RR at Grade	Gates, Lights, Bells
718124F	NS	Public	CS 1340	MT ZION RD	RR at Grade	Gates, Lights, Bells
718125M	NS	Public	CS1169	BARTON RD	RR at Grade	Crossbucks
718127B	NS	Public	SR 54	JONESBORO RD	RR at Grade	Flashing Lights
718128H	NS	Public	CR722	COMMERCE RD	RR at Grade	Crossbucks
718130J	NS	Public	CS1169	BARTON RD	RR at Grade	Crossbucks
718135T	NS	Public	CR32	OTIS CAMP RD	RR at Grade	No Signs or Signals
718136A	NS	Public	CR1342	BATTLECREK. RD.	RR at Grade	Gates, Lights, Bells
718138N	NS	Public	CR 4	OLD MORROW RD	RR at Grade	Crossbucks
718140P	NS	Public	CS571	JOHNSON ST.	RR at Grade	Gates, Lights, Bells
718141W	NS	Public	CR-2302	SPRING ST	RR at Grade	Gates, Lights, Bells
718142D	NS	Public	CS 552	W. MILLS ST	RR at Grade	Gates, Lights, Bells
718143K	NS	Public	CS 551	COLLEGE ST.	RR at Grade	Gates, Lights, Bells
718388B	NS	Public	CR126	E. CONLEY RD	RR at Grade	Gates, Lights, Bells
718391J	NS	Public	CR 127	GRANT ROAD	RR at Grade	Gates, Lights, Bells
718392R	NS	Public	CR 1575	BOLDERCREST RD	RR at Grade	Gates, Lights, Bells
935003E	NS	Public	CR 2565	BONSAL ROAD	RR at Grade	Crossbucks
717978U	NS	Public	GA 331 W	FOREST PARKWAY	RR Over Grade	N/A

Source: Highway-Rail Crossing Inventory Data, Federal Railroad Administration



Figure 6-18: Existing Transit Service in Clayton County



Source: ARC Open Data Portal



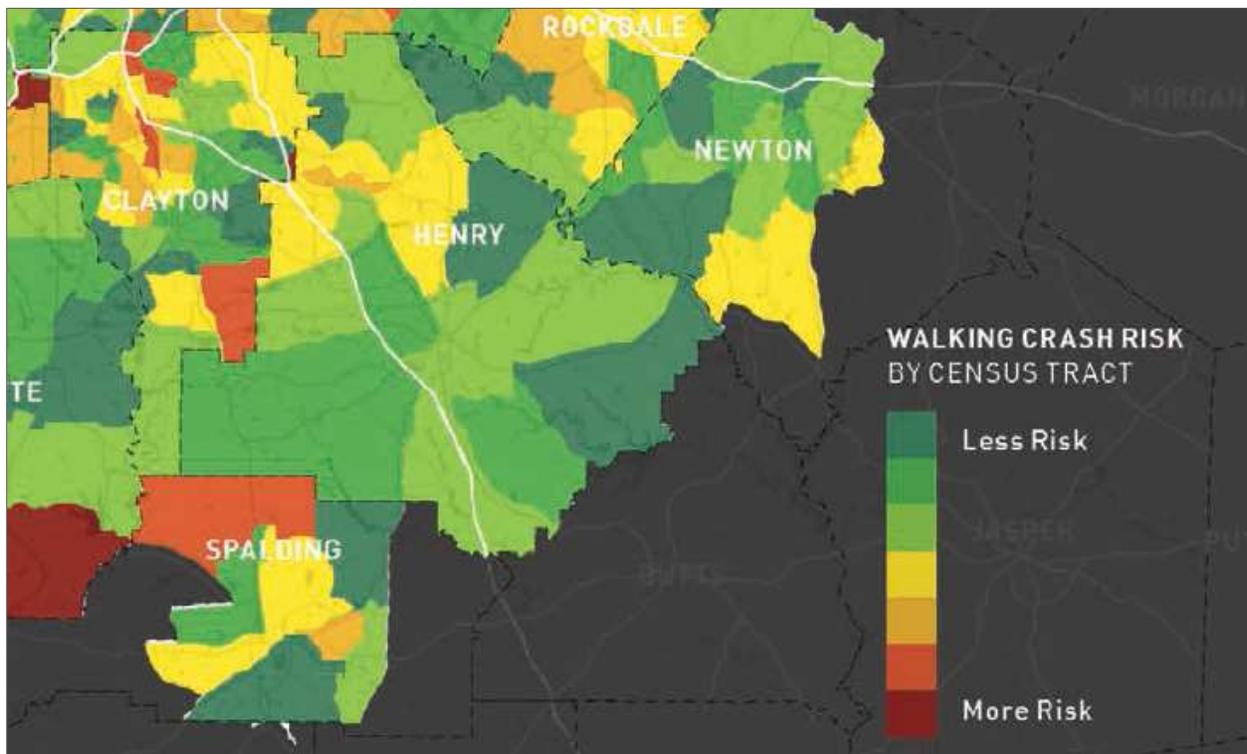
## 6.6. Active Transportation

Active transportation refers to any form of self-propelled, human-powered transportation such as walking or biking. This section summarizes existing inventory of pedestrian and bicycle facilities including sidewalks, bike lanes, and multi-use trails in Clayton County. The project team conducted a review of aerial imagery maps and reached out to all Clayton cities to gather sidewalk and bike lane information on the major roadways. ARC's *Walk. Bike. Thrive!* (2016), GDOT's *Georgia Bicycle and Pedestrian Plan* (1998) - Statewide Route Network, and *Georgia Official Bicycle Map* (2010) were also reviewed.

### 6.6.1. SIDEWALKS

In Clayton County, sidewalks are located mainly in city cores near activity/employment centers, such as Riverdale and Jonesboro. However, development has occurred along major thoroughfares throughout Clayton County, not just in cities. Auto-centric development often does not include sidewalks in roadway design, but it may still attract pedestrian activity. ARC's *Walk. Bike. Thrive!* plan found that walking is generally less safe in areas that prioritize high-speed automobile travel, and that many auto-oriented places in the region, like those in Clayton County, tend to have more affordable housing that attracts residents who are more likely to rely on walking, to access transit, jobs, and meet their daily needs. This mismatch of pedestrian activity and infrastructure results in pedestrian crash risk. **Figure 6-19** illustrates areas in Clayton County identified by ARC's *Walk. Bike. Thrive!* as having a high walking crash risk.

**Figure 6-19: Walking Crash Risk Map by Census Tract in Clayton County**



Source: ARC's *Walk. Bike. Thrive!*



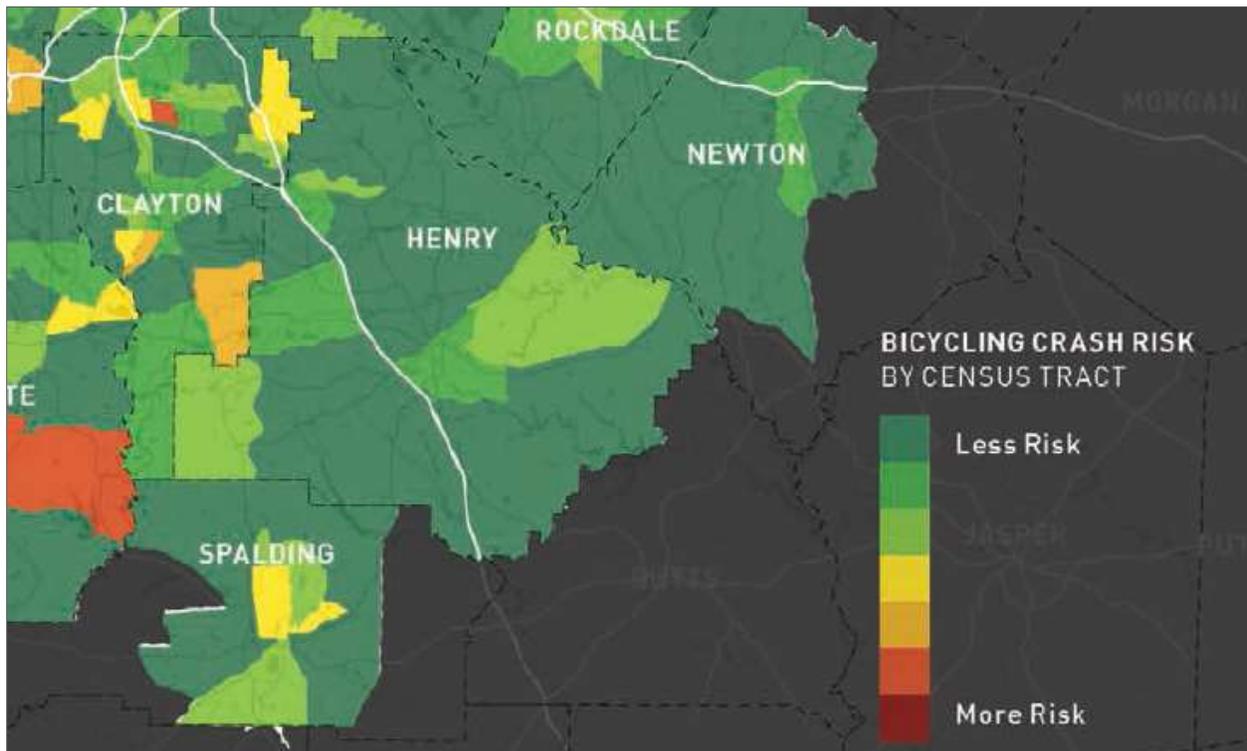
### 6.6.2. BIKE LANES

A review of the Georgia's *Official Bicycle Map* (2010) indicates that there the following Clayton County roadway segments are designated as state bicycle routes:

- Central Route 15A includes a 4-mile segment along SR 92/McDonough Road between US 19/41 and SR 92/McDonough Road and 1.5-mile segment of CR 607/Hastings Bridge Road in Lovejoy between Talmadge Road and Henry County line
- Little White House Corridor Route 45 includes segments of both US 29/SR 14/Roosevelt Highway and SR 139/Riverdale Road that are both less than 1 mile, and a 5.7-mile segment along SR 314/West Fayetteville Road between I-285 and Fayette County line

Only one bike lane was identified in Clayton County, and it is located on the Riverdale Road between Sullivan Road and West Fayetteville Road in the city of College Park. As a result, most cyclists must share the road with other vehicles. The conflicts between fast-moving automobile traffic and bicyclists on major facilities results in bicycle crash risk. **Figure 6-20** illustrates those areas in Clayton County that were identified by ARC's Walk. Bike. Thrive! plan as where patches having higher bicycling risk.

**Figure 6-20: Bicycling Crash Risk Map by Census Tract in Clayton County**



Source: ARC's Walk. Bike. Thrive!



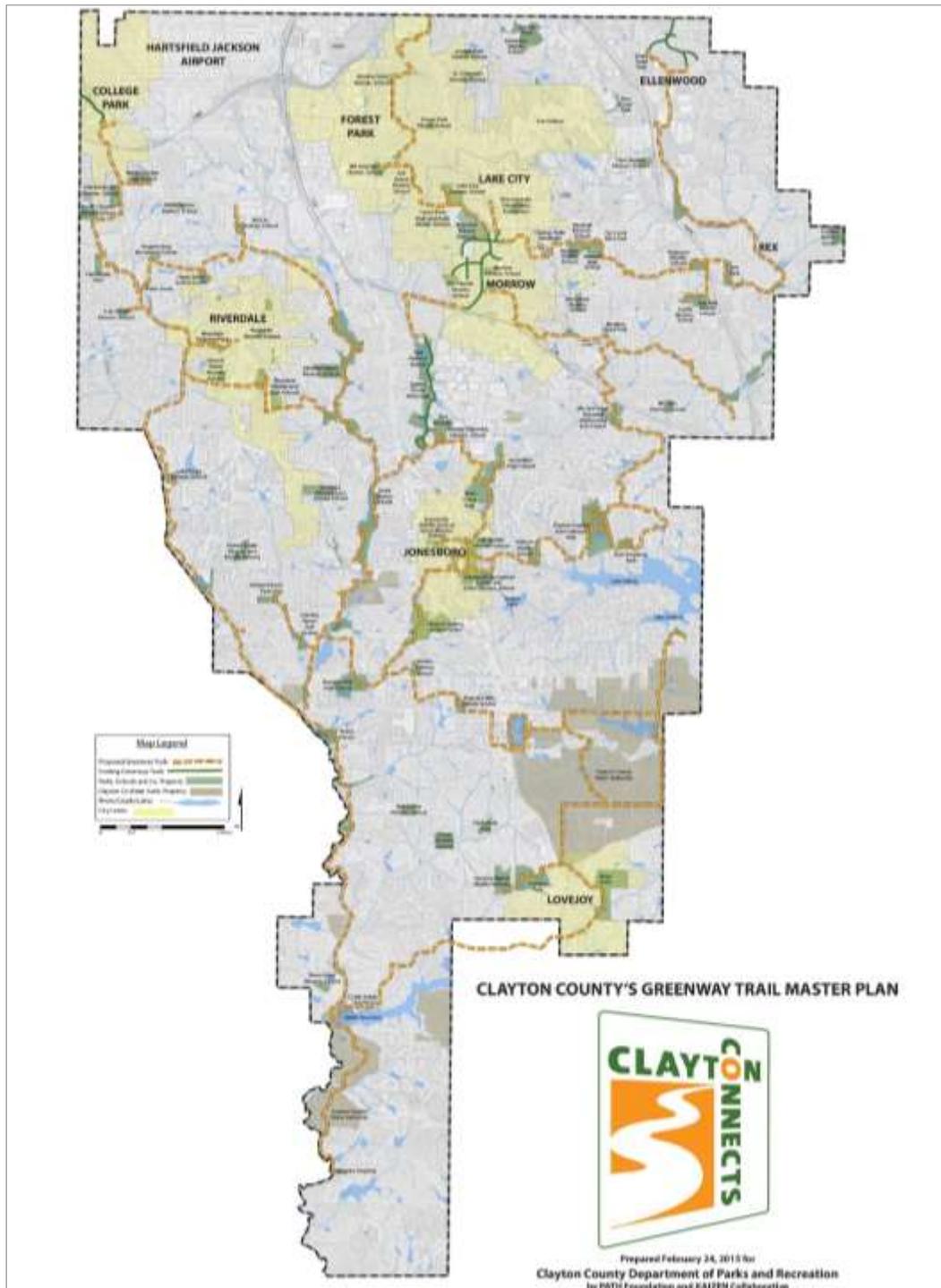
According to the ARC's Walk. Bike. Thrive!, the City of Forest Park has the highest bike mode share in the metro Atlanta region, where 5 percent of commuters choose to bike. As the largest city in Clayton County, Forest Park has a population of roughly 19,000 and a density of 2,019 people per square mile, which is more than double the population density for the Atlanta region. There are several major employers in transportation and warehousing located in Forest Park, which provides opportunities for residents to work near their homes. Bike commuting spiked during the Great Recession of 2008 possibly because people lost their other means of transportation or opted to bike to save money. Anecdotal evidence suggests that the loss of transit service in Clayton County between 2010 and 2015 led many who were previously dependent on transit to commute by bike instead.

### 6.6.3. TRAILS

According to the recent greenway trail master plan, Clayton County is planning for 112 miles of new greenway trail with good inter-connectivity across the entire county. Please refer to Clayton County's Greenway Trail Master Plan (February, 2015) document and **Figure 6-21** below for more information.



Figure 6-21: Clayton County's Proposed Trail Systems



Source: Clayton County's Greenway Trail Master Plan



## 7. PREVIOUS PLANNING EFFORTS

A thorough review of previous planning efforts is an important step of the CTP update process to ensure that the needs assessment and proposed recommendations are a result of comprehensive and cohesive effort building upon previous plans. This chapter summarizes previous planning efforts including previous studies relevant to this CTP update, planned and programmed projects in the study area, and the projects that were identified in the previous plans and have already been accomplished through SPLOST and other funds.

### 7.1. Previous Studies

Clayton County adopted its last CTP in 2008. This section describes key findings from previous Clayton CTP, relevant county- and local-level studies, Livable Centers Initiatives studies, and other regionally significant studies that have occurred since the CTP was adopted.

#### 7.1.1. 2008 CLAYTON COMPREHENSIVE TRANSPORTATION PLAN

The 2008 Clayton CTP identified long-range transportation strategies, projects, and programs to address anticipated multimodal needs and issues through the year 2030. The Existing Conditions Inventory and the Needs Assessment Report provided the supporting information and technical analysis for project identification and evaluation of alternatives. Major transportation issues and needs were identified in the categories of mobility, accessibility, connectivity, efficiency, safety, and preservation. The outcome of this analysis and extensive community outreach process was an Implementation Program with a prioritized set of recommended CTP projects and a Capital Improvement Program that is feasible, publicly-supported, fundable, and sustainable through the course of the planning horizon. The total cost of the CTP program was approximately \$1.66 billion for 103 critical projects in five-year action plan (FY 2009-2013), 61 moderate range projects (FY 2014-2018), and 10 long-range projects (FY 2019-2030).

#### 7.1.2. COUNTY STUDIES

Clayton County is bordered by five counties, four of which contain major roadway connections with Clayton County: Fulton, DeKalb, Henry, and Fayette. The most recent CTP available for these Counties were reviewed to identify types of recommended projects adjacent to Clayton County.

Fayette County is in the process of updating its CTP. Prior to this effort, it most recently updated its CTP in November 2010. Specific recommendations made in the Fayette County CTP that may impact Clayton County include:

- Increase capacity of SR 54/Jonesboro Road (2 lanes to 4 lanes)
- Increase capacity of SR 920/McDonough Road (2 lanes to 4 lanes)
- Increase Capacity of SR 85 (4 lanes to 6 lanes)
- Build a bridge connecting Hillsbridge Road in Fayette County to Inman Road in Clayton County
- Various pedestrian improvements on corridors adjacent to Clayton County

Henry County most recently updated its CTP in May 2016. Specific recommendations made in the Henry County CTP that may impact Clayton County include:



- Future connections to MARTA in Clayton County
- Increase Capacity of SR 920/McDonough Road/Jonesboro Road (2 lanes to 4 lanes)
- Trail connections to Clayton County
- Various pedestrian improvements on corridors adjacent to Clayton County

DeKalb County most recently updated its CTP in June 2014. Specific recommendations made in the DeKalb County CTP that may impact Clayton County include:

- Multimodal corridor improvements on Bouldercrest Road

### 7.1.3. LOCAL STUDIES

The state of Georgia requires all incorporated municipalities to develop comprehensive plans as a blueprint for community development. **Table 7-1** summarizes comprehensive plans of the seven municipalities in Clayton, although it should be noted that the City of Morrow was updating their comprehensive plan at the time of writing this report.

**Table 7-1** also includes findings from Atlanta Aerotropolis Blueprint and Clayton Greenway Trail Master Plan. The Blueprint focuses on expanding the airport to include an additional runway to meet increased cargo demands and create supportive infrastructure such as warehousing to service the logistics industry. Clayton Greenway Trail Master Plan is a recent effort to establish a greenway trail network and promote higher quality of life of Clayton county residents.

### 7.1.4. LIVABLE CENTERS INITIATIVE (LCI) STUDIES

Many Clayton County municipalities have received funding under the Livable Centers Initiative (LCI) grant program administered by the ARC to develop plans that create vibrant and walkable communities. **Table 7-2** summarizes six LCI projects in Clayton County. Most of these studies focus on redeveloping the core town centers or creating a center around a proposed commuter rail station.



Table 7-1: County and Local Studies

Title (Year)	Focus Areas and Goals	Relevant Recommendations
<b>College Park Comprehensive Plan (2011)</b>	Create an accessible, efficient, and safe transportation network that provides connections between land uses.	Enhance and expand pedestrian and bicycle facilities. Improve connectivity in the City, particularly south of Camp Creek Parkway. Improve access to public transit.
<b>City of Forest Park Comprehensive Plan (2010)</b>	Alternatives to transportation by automobile, including mass transit, bicycle routes, and pedestrian facilities should be made available in each community. Greater use of alternate transportation should be encouraged. Ensure roadway network continues to operate at community's adopted level of service.	Develop a transit oriented development in the city's downtown centered on a multi-modal transit station which would serve commuter rail, busses, and underground parking. Consider elevated monorail to link Forest Park to the Airport. Improve pedestrian facilities through streetscape projects and requiring new developments to construct sidewalks. Guide roadway projects through the development of a "thoroughfare plan" to categorize roadways by their appropriate function within the city's transportation network.
<b>Jonesboro Comprehensive Plan Update (2015)</b>	Spur economic development through redevelopment of downtown Jonesboro and city gateways.	Redevelop Main Street as a primary destination for residents and visitors. Redevelop SR 3/US 19/US 41/Tara Boulevard to become an attractive gateway into the city. Link neighborhoods and connect to the region via high-quality transportation options.
<b>City of Lake City Comprehensive Plan (2013)</b>	Enhance the quality of life for residents by providing a strong sense of community, attractive business climate, and providing highest level of service delivery and infrastructure possible	Promote Lake City as a place through gateway projects like additional signage and improved landscaping. Improve safety at intersection of SR 331/Forest Parkway and SR 54/Jonesboro Road and expand bicycle facilities by adding sharrows to Phillips Drive.
<b>City of Lovejoy Comprehensive Plan (2014)</b>	Encourage development or expansion of businesses and industries that are suitable for the community. Maximize use of existing infrastructure. Maintain downtown as the focal point of the community by fostering compact, walkable, mixed-use development. Encourage alternatives to transportation by automobile, including walking, cycling, and transit.	Encourage the development of downtown as the vibrant center of Lovejoy, promote infill developments to complement downtown. Mandate pedestrian connectivity for all new developments. Encourage development that supports the commuter rail system. Incorporate traffic calming designs throughout Lovejoy. Ensure new development does not cause decline to existing levels of service.



Title (Year)	Focus Areas and Goals	Relevant Recommendations
<b>City of Morrow Comprehensive Partial Update (2009)</b>	Create a multimodal community by increasing pedestrian traffic, facilitating passenger rail, and supporting alternative travel opportunities while maximizing connectivity to minimize traffic congestion.	Implement bridge improvements at the I-75 interchange and intersection improvements along Highway 54. Expand and enhancing the roadway network
<b>City of Riverdale Comprehensive Partial Update (2009)</b>	Promote alternative modes of transportation such as transit, bicycling, and walking. Improve safety for pedestrians through traffic calming measures, improving pedestrian facilities, and decreasing vehicle traffic, especially within neighborhoods	Encourage “complete streets” policy that emphasizes connectivity and safety. Support the creation of a unified and comprehensive system of pedestrian wayfinding signs. Endorse traffic calming techniques and well-defined pedestrian crosswalks throughout Riverdale. Promote mixed use developments along SR 85.
<b>Atlanta Aerotropolis Blueprint (2016)</b>	Focus on creating a strong core. Balance economic growth with quality of life to create a sustainable and attractive investment environment. Improve the perception of the area within the Aerotropolis through marketing, branding, and area beautification.	Focus development along the corporate crescent, distribution corridors, and transit corridors. Key opportunities in Clayton County include redevelopment opportunities in Mountain View and a proposed “cargo city” on the airport’s south side. The Aerotropolis Atlanta core is strengthened by economic opportunity along corridors following the MARTA rail line, I-75, I-85, and Camp Creek Parkway.
<b>Clayton Greenway Trail Master Plan (2015)</b>	Establish a greenway trail network to easy dependency of the automobile and promote a healthier, happier lifestyle for Clayton County constituents.	Identifies 112 piles of linear parks and trails in Clayton County to connect parks, schools businesses, and neighborhoods. Plan recommends initial segments of the trail system and sets design standards for future trails.



Table 7-2: LCI Studies

Title (Year)	Focus Areas and Goals	Recommendations
<b>Forest Park LCI (2001)</b>	Promote medium to high density, mixed use development. Provide residential opportunities for all income levels. Encourage connectivity by providing multi-modal connectivity to transit stations. Promote infill development within the study area while preserving the historic character of Forest Park.	Establish a Commuter Rail Transit Village with gateways at Fort Gillem, Main Street, and Forest Parkway. As of the most recent update (2011) the City of Forest park had acquired the site to construct a rail station and amended zoning ordinances to move forward with mixed-use development. The Forest Park downtown streetscape was nearly completed.
<b>Jonesboro LCI (2003)</b>	Provide housing opportunities downtown, encourage mixed-use development, expand market opportunities, increase Jonesboro’s existing sense of place and community identity, increase pedestrian connections and safety, plan for future transit and commuter rail stops and expanded parking needs.	Close West Mill Street rail crossing to vehicular traffic, construct two parking decks, and improve sidewalks and pedestrian amenities throughout study area. Provide a downtown shuttle service. Install gateways and several streetscape projects. Support development of Town Plaza, a mixed use development on Broad Street. There were no updates available at the time of writing.
<b>Morrow LCI (2001)</b>	Develop the 14-acre study area surrounding proposed commuter rail station to create a central sense of arrival into the town center. The development should provide traffic calming design on SR 54/Jonesboro Road, provide night life/entertainment activities for students and visitors, provide housing for young retirees.	Recommended development plan that includes residential units, retail, offices, live-work units, parking, and a community garden in a compact, walkable space. The rail station will have an auto drop-off at the “residential green” and a bus drop-off on Clayton State Boulevard. A roundabout is proposed on SR 54/Jonesboro Road at Clayton State Boulevard. As of the most recent update (2005) the National Archives and expanded student housing had been completed and the city was in the process of finalizing designs for the proposed parking deck.
<b>NW Clayton County LCI (2011)</b>	Revitalize the study area to provide economic, residential, and recreational opportunities for persons of all ages and backgrounds while anticipating air quality, mobility, and accessibility needs of the residents, employees, businesses, and visitors.	Focus redevelopment efforts on three areas: Cherry Hills subdivision, Gobby Road corridor, and Norman Drive at West Fayetteville Road. Improvements to the transportation network include streetscape improvements, intersection/interchange improvements, new roadways/extensions, and improved and expanded transit service. As of the most recent plan update (2011) several streetscape and intersection/interchange improvement projects were completed and rezoning had taken place to make way for mixed-use development.
<b>Southlake Mall and Mixed Use District LCI (2011)</b>	Retrofit and redevelop vacant land in Southlake Mall district. Enhance the civic realm, livability, and connectivity in the area.	Create a “Town Center District” that encompasses Southlake Mall and surrounding areas. Locate the proposed commuter rail station adjacent to Southlake Festival Plaza surrounded by a transit oriented development. Develop a mixed-use district at Morrow Road and Jonesboro Road. Create a “green loop: that connects all nodes, parks, and open spaces. There were no updates available at the time of writing.



Title (Year)	Focus Areas and Goals	Recommendations
<b>Riverdale LCI (2006)</b>	Encourage development and redevelopment and promote a variety of land uses and activities and create a pedestrian friendly environment.	Study area was divided into three sub areas: Upper Riverdale Enclave, Lamar Hutcheson Enclave, and Riverdale Town Center. Highlights of the recommendation follow. Encourage mixed-use developments in sub areas. Improve pedestrian facilities, particularly along SR 85. Consolidate retail and commercial activities along SR 85 into a comprehensive plan and enhance visual quality and character along the corridor. Create a multi-use path to connect various nodes, activities, and uses. There were no updates available at the time of writing.

### 7.1.5. OTHER RELEVANT STUDIES

This section summarizes other significant regional studies performed by GDOT and ARC. These plans include GDOT’s ongoing SR 3/US 19/US 41/Tara Boulevard Corridor Study, GDOT State Rail Plan, GDOT Atlanta Regional Managed Lanes Implementation Plan, GDOT Statewide Freight and Logistics Plan, and ARC’s Atlanta Regional Freight Mobility Plan. As the metropolitan Atlanta area serves as a major freight hub in the southeast, improving mobility and connectivity of the freight network is a priority. **Table 7-3** summarizes the findings from these studies.

**Table 7-3: Other Relevant Studies**

Title (Year)	Focus Areas and Goals	Recommendations
<b>GDOT Tara Boulevard (SR 3/US 19/US 41) Corridor Study (Expected for completion by the end of 2017)</b>	Identify a range of improvement options and determine a preferred alternative for managing congestion and improving operations on SR 3/US 19/US 41/Tara Boulevard. One alternative to examine keeping SR 3/US 19/US 41/Tara Boulevard at-grade. Another alternative to examine a super arterial concept with local access roads.	At the second stakeholder meeting held in July 2017, the following improvement options were provided for further investigation: <ul style="list-style-type: none"> <li>• Traditional/innovative capacity improvements</li> <li>• Innovative interchanges/intersections</li> <li>• Incident management and active traffic management</li> <li>• Multimodal improvements</li> <li>• Improved design geometrics</li> <li>• Demand management and policy considerations</li> <li>• Construction and maintenance</li> </ul>
<b>GDOT State Rail Plan (2015)</b>	Enhance safety and security. Provide for a reliable, enhanced, and interconnected passenger rail system. Promote expanded intermodal connectivity. Develop an energy efficient and environmentally sustainable rail system. Preserve and improve the existing infrastructure. Enhance economic development and competitiveness.	Continue safety education programs and enhancements to public grade crossings. Expand rail-related data collection. Promote benefits of existing rail passenger services through marketing. Preserve strategic rail rights-of-way and support development of the rail system. Preserve, protect, improve, and expand intercity rail passenger service and continue to study of additional intercity passenger services. Develop commuter rail plan emphasizes an incremental approach. Increase movement of good by rail and emphasize rail-



Title (Year)	Focus Areas and Goals	Recommendations
		related intermodal and other improvements to ensure diverse and robust rail network.
<b>GDOT Atlanta Regional Managed Lanes Implementation Plan (2015)</b>	Improve mobility options available to people and freight. Provide a financially feasible system. Enhance inter-regional connectivity and reliability. Emphasize the efficiency, operation, and preservation of the existing transportation system. Reduce project delivery delays.	Recommended several locations for new managed lanes including new dynamic flex lanes along I-75 in Clayton County. Other corridors included include I-285 north of I-20, I-20, I-85, SR 316, and GA-400 north of I-285.
<b>GDOT Statewide Freight &amp; Logistics Plan (2012)</b>	Identify multimodal improvements to the freight network to solve issues related to the capability, capacity, and connectivity of the system, especially considering additional strains that will develop as the Georgia economy continues to grow.	Port improvement projects at the Port of Savannah to accommodate larger cargo ships. Improve current deficiencies in Class I railroad and shortline railroads. Highway projects to address issues with long-haul interstate corridors, interstate interchanges, urban bypasses, smaller urban and rural freight corridors, and highway safety.
<b>ARC Atlanta Regional Freight Mobility Plan (2016)</b>	Provide world-class infrastructure, build a competitive economy, and ensure the region is comprised of healthy, livable communities.	Identified 91 projects with the ability to advance the goals of <i>The Atlanta Region's Plan</i> including bridge upgrades, capacity enhancements, new/upgraded interchanges, roadway operations, intersection operations, railroad crossings, air cargo facilities, and other project types. Project in Clayton County include the widening of US 23/Moreland Avenue and improving intersection radii at the intersection of SR 3/US 19/US 41/Tara Boulevard and SR 54/Fayetteville Road.

## 7.2. Planned and Programmed Improvements

The planned and programmed improvements in Clayton County specified in the ARC’s Transportation Improvement Program (TIP) and the Clayton County Special Local Option Sales Tax (SPLOST) work program are summarized in **Table 7-4** and **Figure 7-1**.

Programmed projects include widenings of several major arterials. Two of the four programmed widening projects, on SR 54/Jonesboro Road and on SR 3/US 19/US 41/Tara Boulevard, will provide additional capacity to the two major facilities that access Jonesboro from the south. Two bridge replacements are also included in programmed projects.

A review of planned projects indicates that major investments in the interstate and MARTA transit system are planned in Clayton County over the next 25 years. New collector-distributor lanes and managed lanes are proposed on the I-75 corridor, both of which would be valuable in serving both the county’s existing truck and commute travel patterns. Projects also include an expansion of the MARTA rapid transit system into Clayton County.



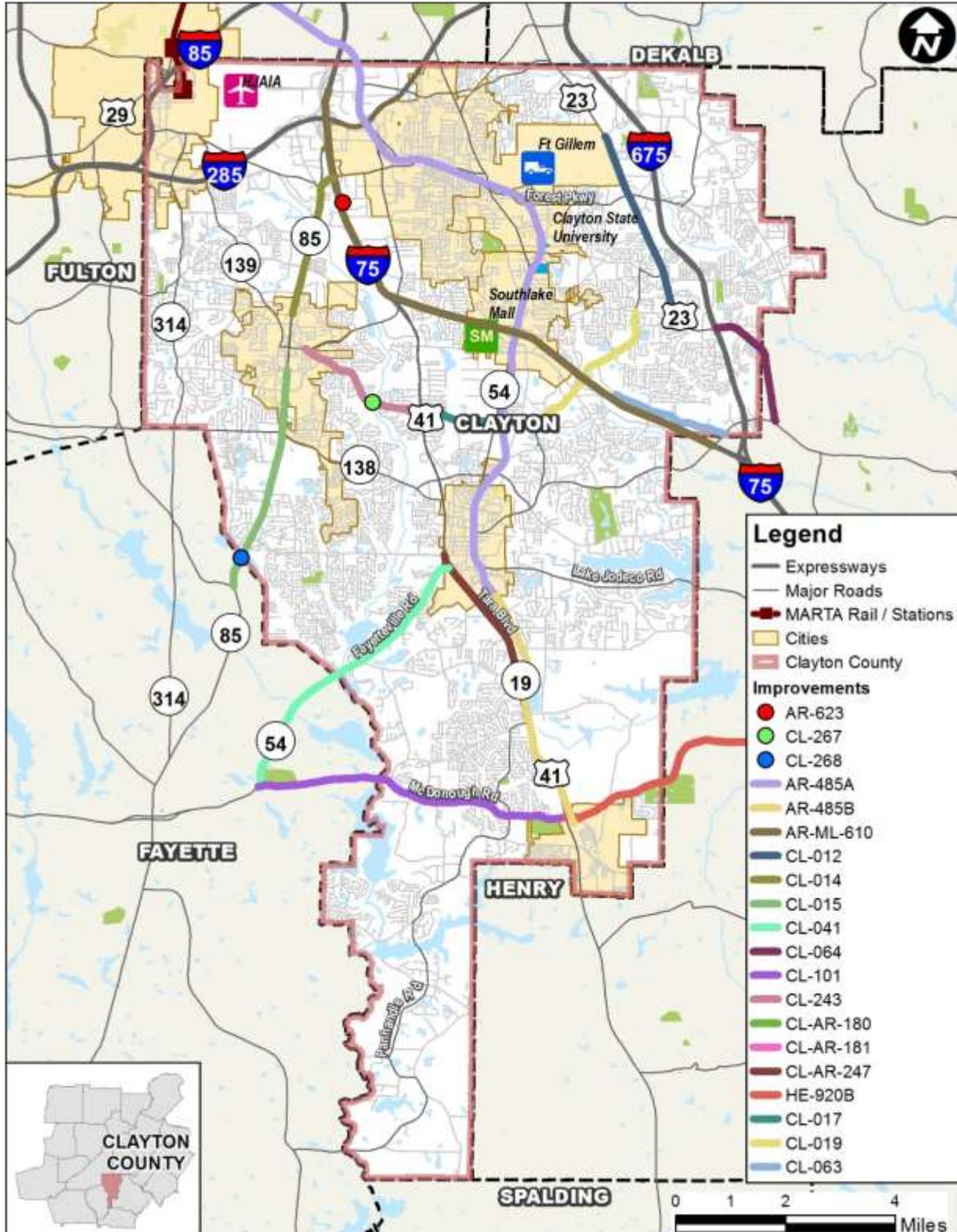
Table 7-4: Clayton County Planned and Programmed Improvements

Project Code	Project Type	Status	Project Description	Sponsor	PE	Row	Utility	Construction	Funding				
									Federal	State	Local	Bonds	Total
CL-267	Roadway / Bridge Upgrade	Programmed	Valley Hill Road Bridge Replacement at Flint River	Clayton Co.	2014	2017	2019	2019	\$1.7M	\$0	\$4.9M	\$0	\$6.6M
CL-268	Roadway / Bridge Capacity	Programmed	SR 85 Bridge Replacement and Widening at Camp Creek (Clayton Co./ Fayette Co. Line)	GDOT	2014			2020	\$2.2M	\$546K	\$0	\$0	\$2.7M
CL-243	Roadway / GP Capacity	Programmed	Valley Hill Road Widening from Upper Riverdale Road to Battle Creek Road	Clayton Co.	2006	2017		2019	\$0	\$0	\$18.9M	\$0	\$18.9M
CL-AR-247	Roadway / GP Capacity	Programmed	SR 3/US 19/US 41/Tara Boulevard Widening from Flint River Road to Tara Road	GDOT	2011	2017	2019	2019	\$17.7M	\$14.2M	\$0	\$0	\$31.9M
CL-019	Roadway / GP Capacity	Programmed	Mount Zion Boulevard Widening from Southlake Parkway to Lake Harbin Road	Clayton Co.	1997	2016	2019	2019	\$16.5M	\$4.1M	15.8M	\$0	\$36.4M
CL-041	Roadway / GP Capacity	Programmed	SR 54 (Fayetteville Road/Jonesboro Road) Widening from McDonough Road in Fayette Co. to SR 3/US 19/US 41/Tara Boulevard in Clayton Co.	GDOT	2014	2011		2017	\$44.8M	\$11.2M	\$0	\$0	\$56M
CL-012	Roadway / GP Capacity	Long Range (2022-2030)	US 23 (Moreland Avenue) Widening from Lake Harbin Road to Anvil Block Road	GDOT					\$34.8M	\$8.7M	\$0	\$0	\$43.5M
AR-ML-610	Roadway / Managed Lanes	Long Range (2031-2040)	I-75 South Managed Lanes from C.W. Grant Parkway to SR 138	GDOT					\$137.6M	\$34.4M	\$0	\$141M	\$313M
CL-014	Roadway / GP Capacity	Long Range (2022-2030)	SR 85 Widening from Adams Drive to I-75 South including Interchange at Forest Parkway	GDOT					\$16.4M	\$4.1M	\$0	\$0	\$20.5M
CL-015	Roadway / GP Capacity	Programmed	SR 85 Widening from SR 279 (Old National Highway) in Fayette Co. to Roberts Drive in City of Riverdale	GDOT	2014	2018	2019	2019	\$22.0M	\$5.5M	\$0	\$0	\$27.5M
CL-017	Roadway / GP Capacity	Programmed	Battle Creek Road Widening from Valley Hill Road to Southlake Parkway	Clayton Co.	1997	2016	2019	2019	\$9.5M	2.4M	13.5M	\$0	\$25.4M
CL-063	Roadway / GP Capacity	Long Range 2022-2030	Mount Zion Road Widening from Richardson Parkway to SR 138	Clayton Co.	2005				\$0	\$0	\$14.75M	\$0	\$14.75M
CL-064	Roadway / GP Capacity	Programmed	US 23 Widening from SR 138 (North Henry Boulevard/ Stockbridge Road) to I-675 in Clayton Co.	GDOT	2014	2017	2020	2020	\$26.7M	\$6.7M	\$0	\$0	\$33.4M
CL-101	Roadway / GP Capacity	Programmed (2022-2040)	SR 920 (McDonough Road) Widening from SR 54 (Jonesboro Road) in Fayette Co. to SR 3/US 19/US 41/Tara Boulevard in Clayton Co.	GDOT	2006	2017	LR	LR	\$50.4M	\$12.6M	\$0	\$0	\$63M
HE-920B	Roadway / GP Capacity	Programmed (2022-2030)	SR 920 (McDonough Road/Jonesboro Road) Widening from SR 3/US 19/US 41/Tara Boulevard in Clayton Co. to I-75 South in Henry Co.	GDOT	2014	2018	LR	LR	\$65.8M	\$16.5M	\$0	\$0	\$82.3M
AR-485A	Transit / Rail Capital	Long Range (2022-2030)	Clayton Co. High Capacity Transit Initiative – Phase 1 from Jonesboro to Lovejoy	MARTA					\$135M	\$0	\$165M	\$0	\$300M
AR-485B	Transit / Rail Capital	Long Range (2031-2040)	Clayton Co. High Capacity Transit Initiative – Phase 2 from Jackson Street to Atlanta Beltline/Irwin Street	MARTA					\$45M	\$0	\$55M	\$0	\$100M
CL-AR-180	Roadway / Interchange Capacity	Long Range (2022-2040)	I-75 Southbound Collector/Distributor Lanes from I-285 to SR 331 (Forest Parkway)	GDOT					\$38.4M	\$9.6M	\$0	\$0	\$48M
CL-AR-181	Roadway / Interchange Capacity	Programmed	I-75 Northbound Collector/Distributor Lanes from SR 331 (Forest Parkway) to I-285	GDOT	2014	2016	2018	2018	\$42.2M	\$10.6M	\$0	\$0	\$52.8M

Source: ARC – The Atlanta Region’s Plan RTP Project List



Figure 7-1: Map of Planned and Programmed Improvements



Source: ARC – The Atlanta Region’s Plan RTP Project List



### 7.3. Completed CTP or SPLOST Projects

Clayton County approved its last Comprehensive Transportation Plan (CTP), entitled *Connecting Clayton*, in 2008. *Connecting Clayton* set the vision and framework for major public investments in transportation improvements and identified long-range transportation strategies, projects, and programs to address anticipated multimodal needs and issues through the year 2030. This section evaluates the progress of those projects recommended by the CTP.

#### 7.3.1. BACKGROUND

The CTP established priorities that phased recommended investments based upon local and regional interests. The result of the prioritization process was an Implementation Program with a set of recommended CTP projects through the plan's horizon year of 2030. The Implementation Program included both then existing and new projects for the life of the plan and categorized these projects based on priority. The project categories and time periods were broken down as the following:

- Critical Projects (Five-Year Action Plan): FY 2009-2013
- Moderate Range Projects: FY 2014-2018
- Long-Range Projects: FY 2019-2030

The Implementation Program included 103 projects in the five-year project action plan, 61 projects in the moderate range plan, and 10 projects in the long-range plan, for a total of 174 projects.

#### 7.3.2. STATUS OF PROJECTS

The ARC Regional Transportation Plan (RTP)/Transportation Improvement Program (TIP) and the Clayton County Short Term Work Program (STWP) were reviewed, and Clayton County engineering staff was contacted to assess the status of the recommended projects in the 2008 CTP. Several transit projects in the 2008 CTP were recommended in support of the County's public transit service, C-TRAN. Since the adoption of the CTP, C-Tran terminated its service and on November 4, 2014 voters in Clayton County approved a referendum to dedicate a one-cent sales tax for the expansion of Metropolitan Atlanta Rapid Transit Authority (MARTA) service in to Clayton County. MARTA began bus service in Clayton County in 2015. In addition to those that have been completed or are currently under construction, many more have been programmed in the TIP and Clayton County STWP.

**Completed Projects:** Since the Clayton County Comprehensive Transportation Plan's adoption in 2008, 16 of its 103 recommendations (approximately 16 percent) in its short-term project action plan (FY 2009-2013) have been completed, as well as one project (CL-239 Panola Road widening) from the 61 recommendations from its moderate range plan (FY 2014-2018). A list of the completed projects as of July 2017 is as follows:

- **SPLOST 25** Clark Howell Highway at SR 85/Sullivan Road
- **SPLOST 27** Old Rex-Morrow Road/Maddox Road/Rex Road
- **SPLOST 38** Widen and resurface Woolsey Road



- **SPLOST 43** Intersection improvement Elliot Road at Conkle Road
- **CTP-PN-02** Stockbridge Road 5-Foot Sidewalks and Accessible Crossings along ARC Regionally Significant Transportation System (RSTS) Routes, North McDonough Street to Walt Stephens Road
- **CTP-PN-18** Garden Walk Boulevard – Pedestrian improvements for transit corridor, from SR 139/Riverdale Road to SR 85
- **CTP-PN-30** SR 54 – Pedestrian improvements for recreational/tourism corridor, from South Lake Plaza Drive to south of I-75 Off-ramp
- **AR-607** Park-and-Ride Facilities for Xpress Bus Service, in the vicinity of the Clayton Justice Center
- **CL-162A** Downtown Jonesboro – Pedestrian improvements, Phase 1
- **CL-237B** Clayton County ATMS/ITS Enhancements and Implementation
- **CL-254** SR 138 Traffic Signal Upgrades at 12 locations
- **CL-255** SR 42 Traffic Signal Upgrades at 5 locations
- **CL-AR-245** Forest Park Downtown – Pedestrian improvements
- **CL-AR-BP093** Transit-Oriented Pedestrian Improvements on Multiple Streets
- **CL-AR-BP094** SR 54/Jonesboro Road Bicycle/Pedestrian Underpass and Crosswalks
- **CL-AR-BP241** Forest Park Sidewalks to Schools, Phase III
- **CL-239** Panola Road – Widen from 2 to 4 lanes, from Bouldercrest Road to Bailey Drive

**Projects under Construction:** Nine (9) projects of its 103 short-term recommendations (approximately 9 percent) are currently being under construction. Only one project (CL-238 Godby Road widening) out of 61 recommendations is under construction from its moderate range plan (FY 2014-2018) as of July 2017. A list of the projects that are currently being under construction is as follows:

- **CTP-PN-24** Flint River Road – Pedestrian improvements for transit corridor, from Taylor Road to Flint River Crossing
- **CTP-PN-39** Godby road – Pedestrian improvements to fill gaps in system, from Southampton Road to Phoenix Parkway
- **AR-510** C.W. Grant Parkway Grade Separation at Norfolk Southern RR Line – Includes realignment of Conley Road and US 19/41 in vicinity
- **CL-020A** Flint River Road Upgrade from Glenwoods Drive to Kendrick Road
- **CL-041** SR 54/Fayetteville Road/Jonesboro Road – Widen from 2 to 4 lanes, from McDonough Road in Fayette County to SR 3/US 19/US 41/Tara Boulevard in Clayton County
- **CL-162B** Downtown Jonesboro Pedestrian Improvements, Phase 2
- **CL-230A (SPLOST 21)** Anvil Block Road – Widen from 2 to 4 lanes, from Lunsford Drive to Bouldercrest Road
- **CL-230B (SPLOST 22)** Anvil Block Road – Widen from 2 to 4 lanes, from Bouldercrest Road to Allen Drive



- **CL-AR-BP239** Forest Park Sidewalks to Schools, Phase I – Six (6) of the 25 streets have been completed. The rest of the streets, nineteen (19), are currently under construction.
- **CL-238** Godby Road – Widen from 2 to 4 lanes, from Southampton Road to SR 314 (West Fayetteville Road)



## APPENDIX A: LAND USE CONVERSION TABLES



**Table A-1: Conversion of Existing Land Uses and Zoning**

ZONE	Notes	Map legend	# features	Area (Acres)
	N/A	Not included	9	0
<b>A</b>	Agriculture	Agricultural	53	160
<b>AG</b>	Agriculture	Agricultural	1,395	13,918
<b>BG</b>	General Business	Business/Commercial	15	15
<b>C-2</b>	Central Commercial District	Business/Commercial	2	11
<b>CB</b>	Community Business District	Business/Commercial	262	324
<b>CH</b>	Church	Office/Public/Institutional	1	1
<b>CPUD</b>	Planned Unit Development	Planned Unit District	913	312
<b>CUP</b>	A Hair Salon (Likely Commercial)	Planned Unit District	1	0
<b>CUPD</b>	Community University Planned District	Planned Unit District	12	11
<b>ER</b>	Estate Residential District	Low Density Residential	1,515	3,141
<b>G1</b>	Mixed Use	Mixed Use	91	155
<b>GB</b>	General Business	Business/Commercial	2,387	4,999
<b>HI</b>	Heavy Industrial	Industrial	977	10,208
<b>LI</b>	Light Industrial	Industrial	369	1,638
<b>M</b>	Commercial/Industrial	Mixed Use	124	292
<b>MCD</b>	Medical Center District	Mixed Use	47	376
<b>MU</b>	likely Mixed Use	Mixed Use	1	7
<b>MX</b>	Mixed Use	Mixed Use	790	1,881
<b>NB</b>	Neighborhood Business District	Business/Commercial	86	110
<b>NMX</b>	Neighborhood Mixed Use District	Mixed Use	4	1
<b>OI</b>	Office-Institutional District	Office/Public/Institutional	327	1,212
<b>PI</b>	Public/Institutional District	Office/Public/Institutional	1	3
<b>PUD</b>	Planned Unit Development	Planned Unit District	7,667	3,127
<b>RG75</b>	Residential District - high density of medium to small-sized homes	High Density Residential	3,211	978
<b>RM</b>	Multiple Family Residential	High Density Residential	6,165	4,486
<b>RMH</b>	Manufactured Home Park	Manufactured Home Park	21	602
<b>RMTH</b>	Manufactured Home Park	Manufactured Home Park	916	143
<b>RMX</b>	Regional Mixed Use	Mixed Use	3	10
<b>RS110</b>	Residential District - Medium Density of Medium-sized lots	Medium Density Residential	38,974	17,471
<b>RS110C</b>	Residential District - Medium Density of Medium-sized lots	Medium Density Residential	213	38
<b>RS180</b>	Residential District - low density	Low Density Residential	16,638	12,753
<b>RS180C</b>	Residential District - low density	Low Density Residential	105	20
<b>RS65</b>	Residential District	Medium Density Residential	5,750	2,246
<b>UV</b>	Urban Village (To foster compact urban settings accommodating a mix of office, hospitality, art, entertainment and service uses)	Mixed Use	126	557



Table A-2: Future Land Use Conversion

FLU Code	Mapped As	# Features	Total Acres	Percent
<Null>	Not included in map	1	-	
' '	Not included in map	17,526	15,005	
CITY	Not included in map (not a part of future development map on County's site)	70	21	
TS (dummy code for features with FLU Code RD, RR, XNG)	Not included in map	2,317	10,509	
CR	Conservation Residential	5,082	8,777	13%
CVR	Agricultural	1,044	8,342	12%
GC	General Commercial	1,214	2,600	4%
HDR	High Density Residential	4,187	2,467	4%
HI	Industrial	373	2,269	3%
LAKE	Parks / Recreation / Lakes	15	1	0%
LDR	Low Density Residential	16,568	12,207	18%
LI	Industrial	8	29	0%
MDR	Medium Density Residential	33,224	13,817	21%
MXD	Mixed Use	5,939	5,289	8%
MXI	Mixed Use	2,174	6,244	9%
NC	Neighborhood Commercial	104	147	0.22%
OB	Office/Business	65	32	0.05%
PI	Public/Institutional	152	259	0.39%
PRC	Parks / Recreation / Lakes	1,400	1,862	3%
TCU	Transportation/Utilities	81	2,684	4%
	<b>Total of FLU included in map</b>	<b>71,630</b>	<b>67,026</b>	

