



Spalding County Comprehensive Transportation Plan

Public Meeting
Needs Assessment Presentation

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Today's Agenda

- Introductions and opening remarks
- Presentation
 - *Needs Assessment Report*
- Question / Answer and Comments
- Wrap-up
- Upcoming activities



The Needs Assessment Report

- Provides a comprehensive look at current and future transportation needs for Spalding County.
- Based on existing conditions; public input; field work and technical analysis; and projections of demographic growth, land use and development, and related travel demand.
- The Needs Assessment provides a basis for recommended policies, programs, and projects for the plan.



Inputs to the NAR

- Public Meetings (3)
- Half-day Workshop
- Public Transportation Survey
- Stakeholder Interviews
- Goals and Objectives
- Planned and Programmed Projects
- Previous Plans
- Field Data and Observations
- Travel Demand Model



Report Elements

- Land Use And Transportation Policy Issues
- Best Practices in Transportation
- Institutional Coordination
- Roadway Traffic Operations and Safety Needs
- Roadway Capacity Needs
- Transit Needs
- Bicycle and Pedestrian Needs
- Freight Needs
- Aviation Needs
- Environmental Justice
- Financial Analysis



I. Land Use Needs

Land Use Issues

- Coordinate with 2004 Spalding County Comprehensive Plan and City of Griffin Comprehensive Plan and Livable Centers Initiative (LCI)
- Coordinate with Airport study
- Spalding County and the City of Griffin recognize the need to protect/enhance quality of life while providing for future growth and development



Land Use Needs

Population and Household Projections for Spalding County

Population	2000	2010	2015	2020	2025
<i>Low Projection</i>	58,417	65,000	69,000	72,400	75,900
<i>Middle Projection</i>	58,417	70,200	75,000	79,200	83,600
<i>High Projection</i>	58,417	72,600	85,800	94,400	103,000
<i>ARC Projection</i>	58,417	64,987	68,387	72,320	76,973
Households					
<i>ARC Projection</i>	21,523	24,130	25,847	27,716	29,854

Source: High Projection from Spalding Co. Comp Plan, 2002; Middle projection adapted from the 1998 Water Supply Report; Low projection adapted from the McIntosh Trail RDC, 2002; ARC, 2006.

Employment Projections for Spalding County

	2000	2010	2015	2020	2025
Total Employment	21,800	27,280	30,070	33,520	38,058
Total Retail Employment	4,850	5,551	6,142	6,511	7,153

Source: ARC, 2006.





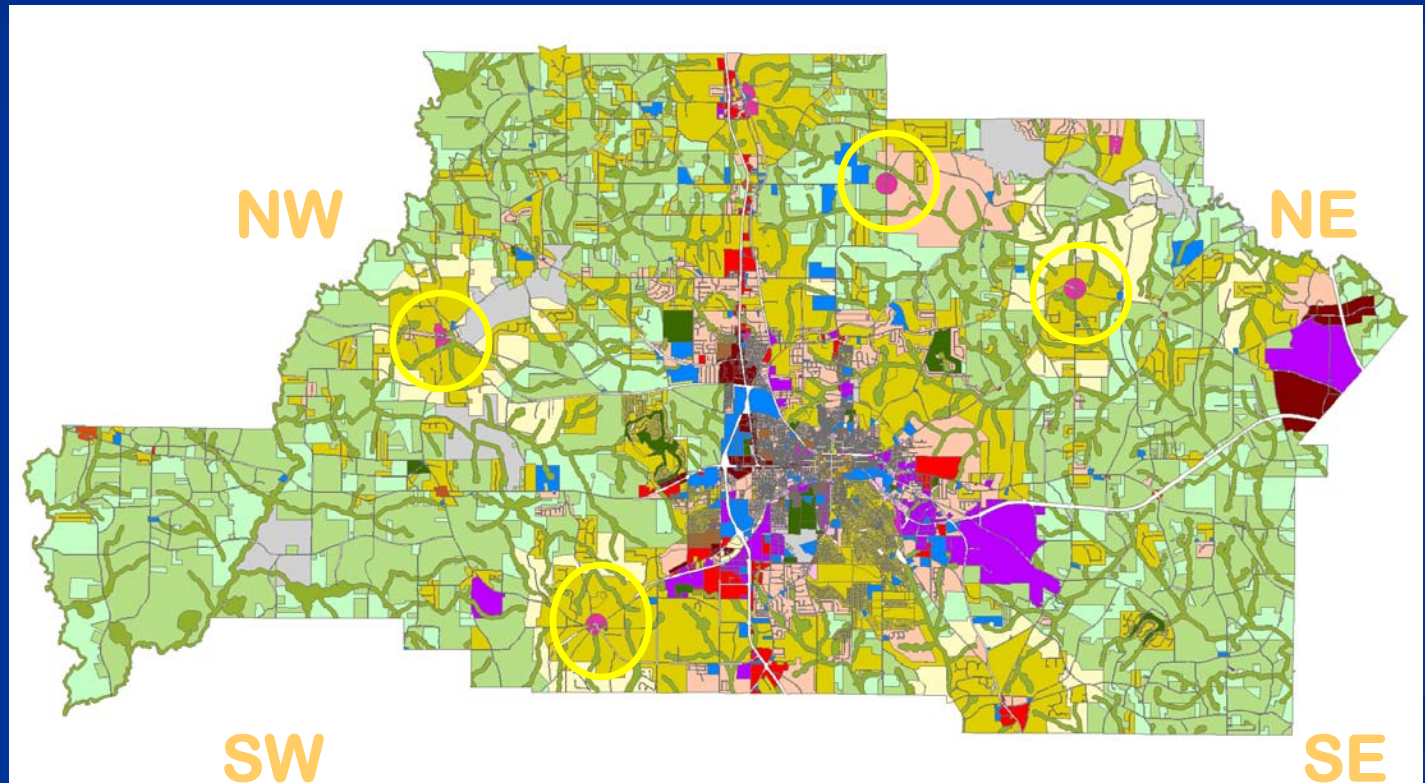
Land Use Needs

Land Use – Nodal Growth Scenario

Legend

Future Land Use

- Agriculture
- Commercial
- Crossroads Commercial
- Downtown Hub
- Forestry
- High-Density Residential
- Industrial
- Institutional/Public
- Light Industrial/Warehousing
- Low-Density Residential
- Medium-Density Residential
- Mixed Use
- Neighborhood Business
- Office-Professional
- Office-Transitional
- Open Space Network
- Parks/Recreation
- Parks/Recreation/Conservation
- Public/Institutional
- Regional Commercial
- Rural Reserve
- Transportation/Communication/Utilities
- Vacant/Undeveloped
- Village Node





Land Use Needs

Land Use – Spalding Nodal Growth Concepts





Land Use Needs

Land Use Issues

Summary of Economic and Land Use Impacts

Scenario	Mobility, Property Value, Quality of Life	Congestion Costs	Transportation-Public Health Link	Economic Development Goals	Economic Impact	Cumulative Land Use Impacts	Land Use Policies
Base/Low Growth	M	M	M	M	M	H	L
Nodal/Middle Growth	H	L	L	H	M	L	H
Trend/High Growth	L	H	H	L	H	H	L

H=High, M=Moderate, L=Low



Land Use

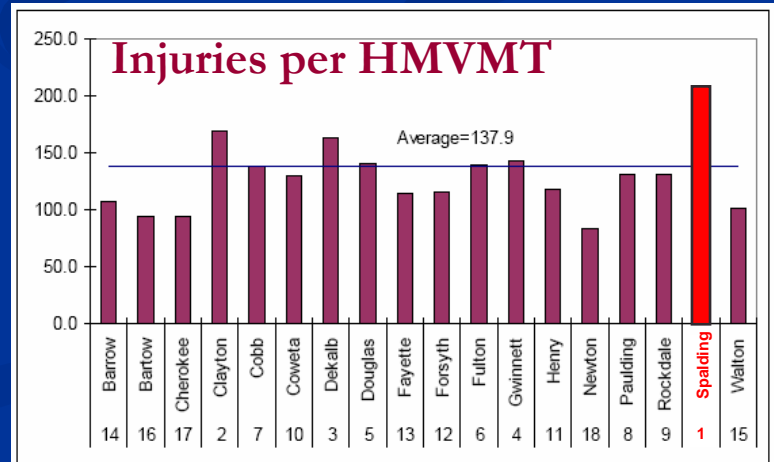
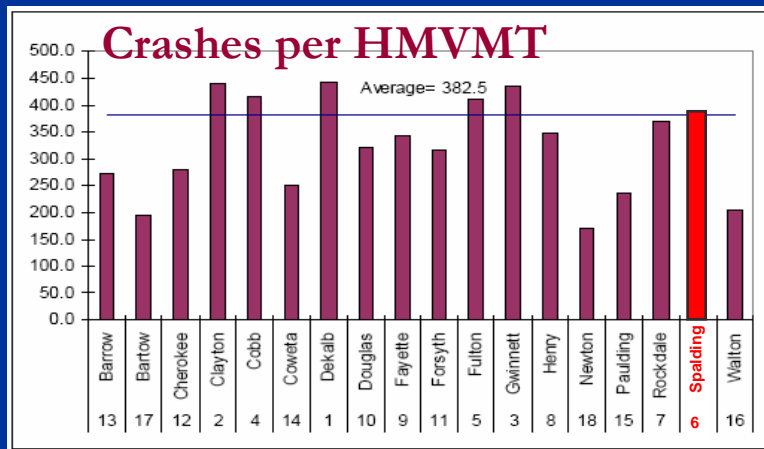
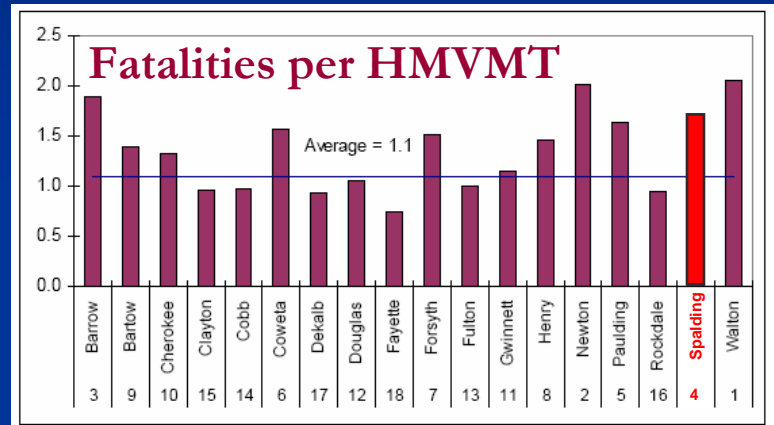
- Recommend desired/appropriate land use strategies (traditional neighborhood development, conservation subdivisions).
- Nodal Development Concept.
- Land use to support transportation and transportation to support land use.
- Zoning requirements need to support transportation and land use.



II. Roadway Traffic Operations and Safety

Road Safety

- ARC's *Traffic Crash Profiles for the Atlanta Region*
- Spalding has average crash rate
- Spalding well above average rate of fatalities and injuries





Roadway Traffic Operations and Safety

Road Safety

- Vast majority of traffic crashes occur on two roads:
 - SR 16/Taylor St
 - US19/41
- Every one of Top-20 high-crash intersections is on these two roads.
- Highest crash-rate roads, adjusted for volume, are:
 - Hill St. through Griffin
 - SR 92, West of US 19/41
 - SR 16, East of US 19/41
 - North Expressway, North of SR 16
 - US 19/41, North of SR 16
- Crash rate for Hill St. is 7 times worse than the state average.

Spalding County 25 Highest Crash-Volume Intersections; 2000-2005					
Rank	Major Road	Minor Road	Vehicular Crashes		
			In 2005	Total for 00-'05	Avg. per year 00-'05
1	US 19/41 SR 3	North Expressway	82	551	92
2	SR 16/Taylor St.	North Expressway	13	167	28
3	SR 16/Taylor St.	SR 155/Hill St.	20	160	27
4	US 19/41 SR 3	Ellis Rd. Exit	33	142	24
5	US 19/41 SR 3	Birdie Rd/Baptist Camp Rd	16	115	19
6	SR 16/Taylor St.	Spalding Dr	10	101	17
7	SR 16/Taylor St.	8th St	14	93	16
8	US 19/41 SR 3	SR 92	5	87	15
9	SR 16/Taylor St.	10th St.	13	86	14
10	US 19/41 SR 3	SR 16/Taylor St Exit	4	83	14
11	SR 16/Taylor St.	18th St	11	76	13
12	SR 16/Taylor St.	State St	10	75	13
13	North Expressway	Ellis Rd.	11	75	13
14	SR 16/Taylor St.	State St	8	63	11
15	US 19/41 SR 3	School Rd.	7	62	10
16	SR 16/Taylor St.	16th St.	9	62	10
17	SR 16/Newnan Rd.	Rover-Zetella Rd.	8	58	10
18	SR 155/Hill St.	Broadway St	9	58	10
19	SR 16/Memorial Dr.	Hamilton Blvd.	8	57	10
20	US 19/41 SR 3	Kalamazoo Drive/Airport Rd.	6	56	9



Roadway Traffic Operations and Safety

- Traffic Operations and Safety needs were based on an analysis of GDOT crash data for Spalding County from 2000 through 2006. Identification of high crash intersections and key corridors were used to determine intersections with significantly high crash rates.
- Based on high vehicular crash rates, the following intersections and road segments have been identified as in need of detailed engineering assessment and possible improvement or modification.



Roadway Traffic Operations and Safety

Location	Observation
SR 155	Truck traffic along this route is a major issue, especially within the City of Griffin downtown area and at intersections that do not have sufficient turning radii.
Atlanta Road BR US 19/41 and SR-16 Taylor Street	Span Wire Additional crosswalk
Griffin High School on SR-16 Taylor Street	School Zone
SR 155 Henry County line to Jackson Road	Roadway Widening



Roadway Traffic Operations and Safety

McIntosh @ N. Hill	Sight distance
Teamon @ Jordan Hill	Sight distance
McDonough @ McIntosh	Truck traffic, vehicle traffic, congested area
Teamon Road from SR-155 to US-19/41	Development
Teamon Road@ Norfolk Southern Railway	Highway-Rail Grade Crossing
Teamon @ School Road	Sight distance/Continuity
Baptist Camp Road@ Norfolk Southern Railway	Highway-Rail Grade Crossing



Roadway Traffic Operations and Safety

Teamon Road from SR-155 to US-19/41	Development
Teamon Road@ Norfolk Southern Railway	Highway-Rail Grade Crossing
Teamon @ School Road	Sight distance/Continuity
Baptist Camp Road@ Norfolk Southern Railway	Highway-Rail Grade Crossing
Baptist Camp Road	Sight distance
Birdie Road & Moore	Sight distance
SR 92	Widening



Roadway Traffic Operations and Safety

Moran St./Bowling Ln. @ US-19/41	Intersection issue
North Expressway/ Business Route US-19/41	Operational improvement
Griffin Technical College	Entrance and Exit Locations
SR-16 Connector south of City of Griffin	Operations
SR-16 West into Coweta County	Roadway Widening



Safety Needs- Intersections

Major Road	Minor Road
US 19/41 SR 3	North Expressway
SR 16/Taylor St.	North Expressway
SR 16/Taylor St.	SR 155/Hill St.
US 19/41 SR 3	Ellis Rd. Exit
US 19/41 SR 3	Birdie Rd/Baptist Camp Rd
SR 16/Taylor St.	Spalding Dr
SR 16/Taylor St.	8th St
US 19/41 SR 3	SR 92
SR 16/Taylor St.	10th St.
US 19/41 SR 3	SR 16/Taylor St Exit



Safety Needs- Intersections

SR 16/Taylor St.	18th St
SR 16/Taylor St.	State St
North Expressway	Ellis Rd.
SR 16/Taylor St.	State St
US 19/41 SR 3	School Rd.
SR 16/Taylor St.	16th St.
SR 16/Newnan Rd.	Rover-Zetella Rd.
SR 155/Hill St.	Broadway St
SR 16/Memorial Dr.	Hamilton Blvd.
US 19/41 SR 3	Kalamazoo Drive/Airport Rd.
SR 155/Hill St.	Broad St.



Safety Needs- Intersections

North Expressway	Flynt St
Experiment St	13th Street
US 19/41 SR 3	SR 16
North Expressway	Pleasant Ave.



Safety Needs- Road Segments

Road Name	From	To
SR 155/ Hill St	Central Ave	College St
US 19/41	SR 16	North Expressway
SR 155	N McDonough St	N County Line
SR 92	Cowan Street	US 19/41
SR 16 /W Taylor St	Third St	North Expressway
North Expressway	Taylor St	US 19/41
SR 16	McDonough Rd	E County Line
SR 16	US 19/41	W County Line
SR 155/ Hill St	College St	US 19/41
SR 16	McDonough Rd	Third St
SR 155	Hill St	N McDonough St
US 19/41	North Expressway	Vineyard Rd
SR 003	SR 16	SR 155
McIntosh Rd.	SR 155	Old US 3



III. Roadway Capacity Needs

Arterial System

- Recommended additions to the Spalding County functional class network (minor arterial and collector roads).
- This will allow short intra-county trips to remain on secondary arterial and collector system as primary arterial system becomes congested.
- Will serve to connect places that are currently undeveloped or sparsely developed to more developed areas.
- Provide county residents viable options for intra-county trips.



Roadway Capacity Needs

Intra-County Access and Mobility

- Access and mobility improvements will be dealt with by making sure there is adequate road network links, and capacity and operational efficiency on the high level roads and ensuring that the County develop alternative transportation systems.
- Increased access and mobility is important to ensure connectivity amongst the planned developments around the county (Jenkinsberg and Sun City) and the proposed nodal development hubs.



Roadway Capacity Needs

Regional Access and Mobility

- There is a need to improve regional access and mobility of the County to ensure that residents can readily access other parts of the Atlanta metro area and vice-versa.
- There is a need to support both commuter rail and commuter bus services. These services will add to the quality of life of the residents and will support the County's economic objective to bring jobs to the County.



Roadway Capacity Needs

Regional Access and Mobility

- Currently there is no Interstate access within Spalding County. As the County grows and develops to the northeast, consideration should be made to introduce new interchange at Jenkinsberg Road.
- Interstate access will support a higher density regional commercial mixed-use node proposed by the Spalding Comprehensive Plan.
- Interstate will support the objective to bring jobs into Spalding County and also has the potential to increase the county's tax base.



IV. Transit Needs

Commuter Rail

- Commuter Rail service between Spalding and Atlanta along proposed rail alignment. Long term need: continued access to Macon.
- Commuter rail services and facilities: stations, platforms, service facilities and affiliated services such as parking.
- Upgraded or consolidated track alignments and crossing facilities to maintain safety with higher frequencies and train speeds





Transit Needs

Bus Transit

- Regional transit service between Griffin and surrounding communities: Atlanta, Macon, Clayton County and Henry County.
- Fixed Route transit service within Spalding County. Service should provide a core circulation of Griffin, the Hospital, business parks and schools to the southeast and US 19/41 and SR 92 commercial corridors.





Transit Needs

Bus Transit

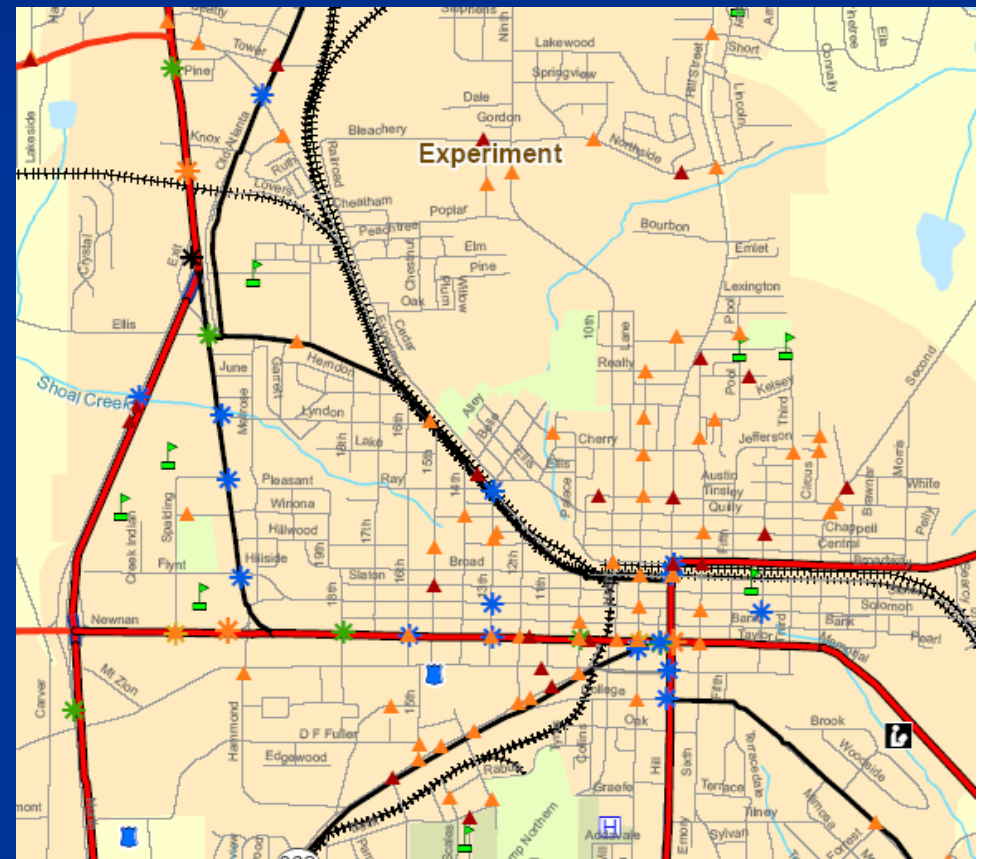
- Connection of core circulation to outlying activity nodes, towns like Sunny Side and Orchard Hill, and access to neighboring transit systems such as GRTA.
- New services can be added as necessary with increased development.



V. Bicycle & Pedestrian Needs

Pedestrian Safety

- Between 2000 and 2005 124 people were struck by cars in Spalding County.
 - 43 were children
 - 13 were elderly
 - 85 received minor injuries
 - 21 received major injuries
 - 7 of them were fatalities.
- Most of the pedestrian crashes occurred in or near Griffin.





Bicycle & Pedestrian Needs

Bike/Ped. Facilities

- Most of Griffin has sidewalks.
- Other parts of the county generally lack safe and convenient pedestrian facilities
- Very few designated bike routes.
- Many roads not suitable for bikes.
- Most activity centers (parks, schools, shopping) not easy to get to on foot or on a bike.





Bicycle & Pedestrian Needs

Bike/Ped. Needs

- County needs improvement to bicycle facilities.
- Bicycle network should be a radial system, with Griffin as the hub.
- Bike lane “spurs” could lie on Old Atlanta Highway, SR-155, High Falls Rd., Macon Rd., North Hill Street, Jordan Hill Rd., South Hill Street, Meriweather Street, and East McIntosh.





Bicycle & Pedestrian Needs

Bike Needs

- Secondary network of off-road multi-use trails could be built along existing and proposed sewer rights-of-way, rail rights-of-way and stream alignments.
- Thus system will link schools and parks into the bicycle network.





Bicycle & Pedestrian Needs

Bicycle & Pedestrian Needs

- County needs to extend sidewalk facilities outside of City of Griffin.
- Proposed development of commercial and mixed use nodes will provide destinations for close-by communities to walk to.
- Provision of sidewalks is important to the mobility and health of seniors, the physically challenged and small children.





VI. Freight Needs

Trucks & Freight

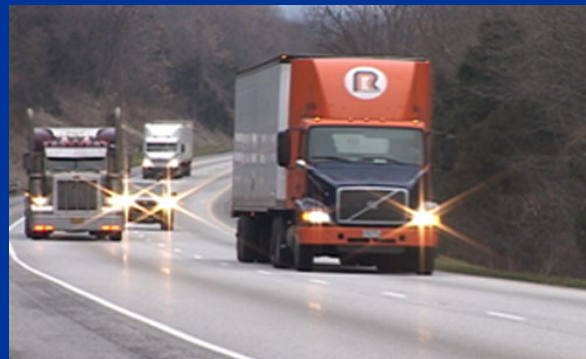
- Truck-dependent industries are a major component of the county and region's economic base.
- Concern over high truck traffic in the City center and the current use of SR-16 causes mix between through-truck traffic and local commercial traffic.
- East-West access between I-75 and I-85 corridors need to be developed. Extension of SR-16 widening project proposed to ensure continuity on route.
- Southern truck bypass has been proposed and planned to address this need.



Freight Needs

Trucks & Freight

- North-South access along the current SR-155 corridor routes trucks through Griffin. The current alignment is 2-lane and mostly residential.
- Proposed to re-route or re-designate the state route (sensitive issue)
- Need to connect Spalding County manufacturing and logistics businesses to the state highway network and to existing logistics businesses along SR-155 in Henry County.





Freight Needs

Railroad Needs

- Based on existing deficiencies and anticipated changes in freight and passenger rail services the following are suggested:
- Replacement of low bridges, including 6th Street bridge in Griffin
- Additional grade-separated rail crossings throughout county
- Safety upgrade for rail crossings, for example at Solomon Street and High Falls Road.





VII. Aviation Needs

- Increased runway length to support mid-sized corporate and commuter jets.
- Improved ground side facilities and terminal to support corporate jets service and passenger service.
- Further needs will be identified based on proposed location for new Spalding County Airport.



VIII. Public Comment

Survey Results

- **Respondents think that the most important ways to improve transportation in Spalding County are:**
 - Improving dangerous intersections
 - Improving traffic signals and signal timing
 - Adding parking lots or spaces
 - Improved road maintenance
 - Re-routing trucks around Griffin
- **The least important are:**
 - Improving existing crossings over railroad tracks
 - Beautifying streets and streetscapes
 - Changing land use and development patterns



Public Comment

Survey Results

- Respondents think that the highest transportation priorities should be:
 - Commuter rail - 48
 - Transit within Spalding County - 29
 - Improved roads - 23
 - Remove trucks from downtown Griffin - 21
 - Improve signal timing - 20
 - Bike trails - 9
 - Police presence/ enforcement - 7
 - Reduce congestion - 4
 - Other - 13



Public Comment

Stakeholder Interviews

- **Interviews included:**
 - Elected officials
 - Local civic and administrative staff
 - Business leaders
- **Common themes that emerged from interviews were:**
 - Institutional coordination and funding for transportation projects
 - Economic development and competitiveness
 - Land use , development and quality of life
 - Road maintenance
 - Truck traffic
 - Traffic operations and road connectivity
 - Public transportation
 - Transportation safety



Questions?

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