



# SPALDING COUNTY COMPREHENSIVE TRANSPORTATION PLAN POLICY RECOMMENDATIONS

## **SPALDING COUNTY POLICY RECOMMENDATIONS**

### **Policy Framework**

The Spalding County Comprehensive Transportation Plan was developed taking into consideration the Spalding County Comprehensive Development Plan (CDP) that was prepared and adopted in 2004.

### **Regional and County Framework**

The Atlanta Regional Commission's Envision 6 Policy Plan identifies a policy framework within which the Spalding County Comprehensive Transportation Plan was developed. The key policy directions of the Atlanta Regional Commission Envision 6 Plan are to:

- Reduce travel demand;
- Increase transportation capacity through better system management;
- Replace and improve the existing highway system;
- Improve the transit system; and
- Expand highway capacity in selected areas.

Areas where the Atlanta Regional Commission Envision 6 Plan and the Spalding County Comprehensive Transportation Plan differ, namely new roadway connections, roadway classification and access management, will need to be resolved as part of the plan implementation.

### **Spalding County Recommended Transportation Policies**

The Spalding County Comprehensive Transportation Plan is based on general policy areas, but is still specific enough to bring about change to how transportation issues are handled within the County. The following policies addressed, relate to the different components of the transportation system. These policies are intended to foster or create an environment that will lend support to the transportation project recommendations developed in the CTP.

#### **Roadway Design Policy**

- Design roadway facilities constructed in conjunction with new developments according to the intended function.
- Upgrade existing roadways when warranted by demonstrated volume, safety or functional needs, taking into consideration environmental limitations.
- Emphasize improvements to management, maintenance and utilization of the existing street and highway system.
- Design residential street systems to discourage cut-through traffic and to be compatible with other transportation modes including transit, bicycle and walking, including traffic calming measures on local streets, and in some cases, collector streets.
- Use adequate transitions and buffers including but not limited to earth beams, walls, landscaping and distance to mitigate the undesirable impact of high volume roadways.



- Promote use of sound mitigating features for residential development adjacent to high volume roadways, and make property owners and developers responsible for noise attenuation at new developments near high volume roadways.

### **Roadway Function and Access**

- Provide logical street networks to connect residential areas to the regional highway system and local activity centers (nodes).
- Adequately control access points to the regional roadway system (including minor arterials) in terms of driveway openings and side street intersections.
- Provide access to the local street system (including collector and local streets) in a manner that balances the need to safely and efficiently operate the street system with the need for access to land.
- Encourage intra-area trips on minor arterials rather than on the principal arterial system, and promote serving regional trips on the highway system.
- Separate, to the extent possible, conflicting uses on public street system in order to minimize safety problems. Give special attention to pedestrian and bicycle routes.
- Develop a county-wide Access Management Plan to reduce the number of conflict situations with vehicles and restrict interruptions in traffic flow.
- Ensure that Access Management requirements address inter-parcel connections, especially in village node developments.

### **Roadway Maintenance and Operation**

- Cooperate with other agencies having jurisdiction over streets and highways in Spalding County to assure good roadway conditions and operating efficiency.
- Maintain roads by repairing potholes and other damages.
- Upgrade all traffic control devices to be in compliance with the Manual of Traffic Control Devices and the latest technology.
- Replace substandard bridges and bridges that present safety or traffic problems.

### **Land Use**

- Promote the nodal growth land use concept by making use of rural conservation strategies; overlay zoning districts, including village node zoning; and engage in planning studies for growth centers to promote desired development patterns.
- Promote the Conservation Subdivision Design and Traditional Neighborhood Development districts, to support nodal mixed use development.
- Promote a Transfer of Development Rights (TDR) program to encourage rural conservation.

### **Transit / Travel Demand Management (TDM)**

- Participate in the Transit Planning Board (TPB) initiative to encourage all forms of travel demand management in order to reduce vehicle miles of travel, reduce petroleum consumption, and improve air quality.
- Review all major developments in light of potential for ridesharing including bus accessibility, preferential parking for carpools/vanpools, and mixed-use development.



- Support preferential treatments for transit and high occupancy vehicles on streets and highways.
- Include transit planning in the construction or upgrading of streets and highways.
- Pursue development of a demonstration project to provide a circulator system within the Sunnyside major activity center.

### **Parking**

- Review new developments for adequacy of parking based upon need, the potential for joint use of parking facilities and opportunities to encourage ridesharing.
- Limit unsafe on-street parking in and near congested commercial areas.

### **Pedestrian and Bicycle**

- Provide accessibility to pedestrians and bicycles at major activity centers, including necessary storage facilities.
- Create pedestrian and bicycle interconnections among major generators, with continuity across major roadways and other barriers.
- Provide sidewalks and safe crossing in notably high pedestrian areas, including high traffic streets, commercial areas, areas with transit and in high density residential locations.
- Extend the existing Subdivision Ordinance, requiring all new residential subdivision development incorporate sidewalks as part of their development, to encompass all new development and redevelopment projects, whether they are multi-family developments, village nodes, general commercial, industrial or mixed use developments.
- Provide adequate signage along all bike paths including areas of conflict with pedestrians and automobile traffic.

### **Goods Movement**

- Serve major truck users and intermodal facilities (warehouses, etc.) with good minor arterial access to the highway system.
- Support the adopted Atlanta Regional Commission Freight Study completed in 2008.

### **Funding and Jurisdiction**

- Pursue and support regional or multi-jurisdictional funding sources for improvements that provide regional and multi-jurisdictional benefit.
- Support of research efforts into more efficient and cost-effective management, maintenance and replacement of street surfaces.
- Support governmental jurisdiction over roadway that reflect the role of the roadway in the overall transportation system.
- Pursue Special Purpose Local Option Sales Tax (SPLOST) for implementation of the Spalding County Comprehensive Transportation Plan.

