

## CHAPTER IV: TRANSPORTATION NEEDS AND ISSUES

The identification of critical transportation issues and potential solutions to address them was the heart of the CTP process. This was accomplished through rigorous technical analysis of transportation data, information, and projections as well as a comprehensive approach to gathering input from citizens, community stakeholders, and regional and state planning partners. Both elements of this two-pronged approach are described in this section.

### Existing Transportation System Characteristics

The planning team initiated an extensive data collection effort in order to ensure coordinated planning with past efforts and planning partners such as the Atlanta Regional Commission (ARC), Georgia Department of Transportation (GDOT), Georgia Regional Transportation Authority (GRTA), municipalities within Henry County and adjacent counties. This extensive effort is summarized in Chapter III and documented in the Appendix entitled Data Analysis Report. It includes information on the existing transportation network as well as other issues that impact transportation in the County and region.

### Existing Travel Conditions

The Data Analysis Report located in the Appendix also examined traffic control within the County, including a summary of the system performance from the travel demand model, which is described in more detail below.

### Congested Road Corridors in Henry County and its Cities

The planning team used the existing data discussed above as well as the ARC's travel demand model<sup>1</sup> to estimate county-wide transportation conditions and to project future conditions into 2030. The travel demand model shows conditions during a typical weekday when there is no incident or special event affecting traffic. Congestion occurs when traffic does not flow freely, but experiences major interruptions at or above the capacity of the roadway.

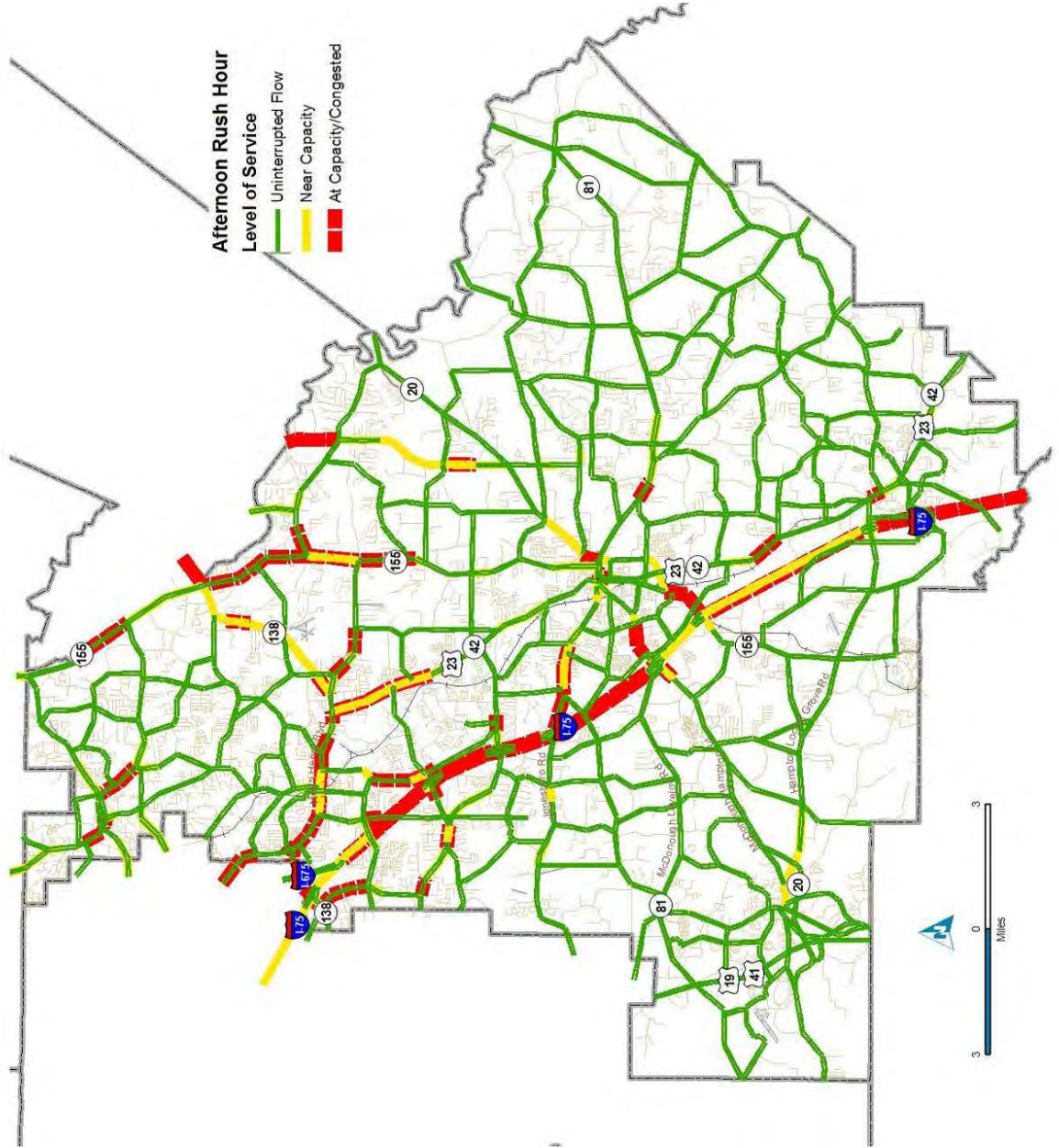
The model was used to show congestion on the current (2005) transportation system given current traffic volumes. Figure IV-1 shows major roads in Henry County during the most congested hour of the day, the afternoon rush hour. The map shows that many roads in Henry County are in a free flow state even during the worst hour of the day – if there are no incidents or special events. However, certain segments of several major highways do reach capacity or even congested conditions. US 23/SR 42, SR 155, and SR 138 all have significant segments that are at or near capacity (shown as red and yellow). In addition to these major state routes, areas of severe peak hour congestion include:

- I-75 through Henry County
- East Atlanta Road from Anvil Block Road to Panola Road
- Fairview Road from Anvil Block Road to Thurman Road
- Kelleytown Road east of SR 155
- Airline Road from the Rockdale County line to SR 20
- Miller's Mill Road between Springdale Drive and SR 138
- Flippen Road at Walt Stephens Road/Red Oak Road
- Rock Quarry Road between Eagle's Landing Parkway and Red Oak Road
- Most of Jodeco Road west of I-75

<sup>1</sup> The ARC regional travel demand model was refined to represent Henry County through the addition of local arterial and collector roads and disaggregating the 76 traffic analysis zones that ARC uses to represent Henry County to 158 more detailed zones in Henry County.



Figure IV-1: Typical Weekday Rush Hour Congestion in Henry County, 2005

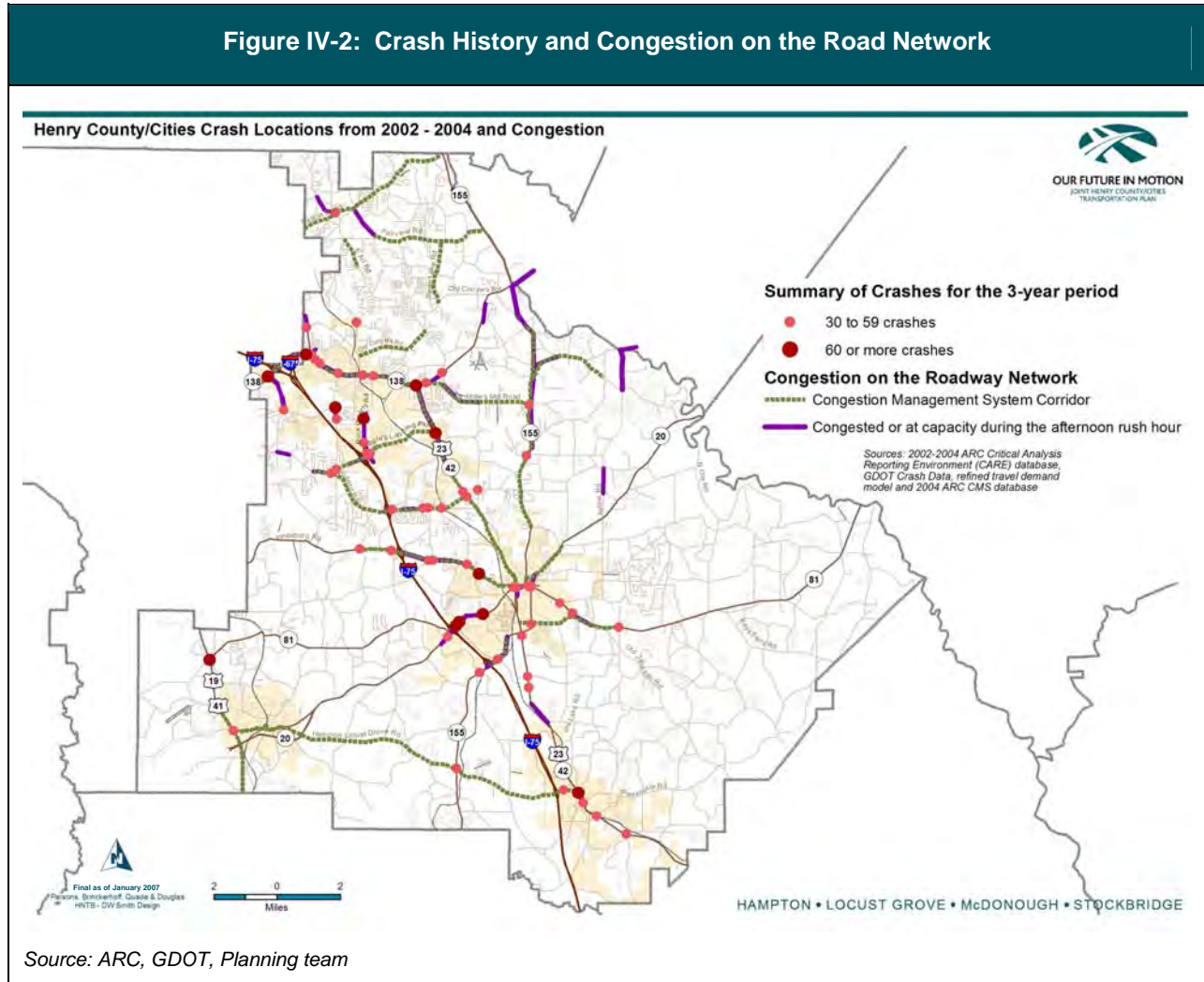


Source: Refined ARC Travel Demand Model

- Jodeco Road at Patrick Henry Parkway
- Jonesboro Road east of I-75 to McDonough Parkway
- All roads approaching McDonough Square in Downtown McDonough
- SR 81 from McDonough Parkway to Jackson Road
- Locust Grove Road from Hampton to Rocky Creek Road

### Crashes and Congestion

The ARC also identifies congested corridors as part of its regional Congestion Management System (CMS). Figure IV-2 shows both the CMS in Henry County and the currently congested corridors identified by the planning team. Crash locations (with 30 or more crashes from 2002 to 2004) are identified by the dots on the map. It should be noted that there is an obvious pattern that many congested roadways in Henry County are also those corridors with a high occurrence of crashes. Improvements along these roads should have positive impacts on safety in the county, as well as on the performance on the corridors.



## Alternative Transportation Modes

In addition to reviewing the roadway conditions in the County, the planning team also reviewed current public transportation and bicycle and pedestrian facilities – alternative transportation modes. Details of these elements of the transportation system can be found in the Data Analysis Report located in the Appendix. Highlights of these systems can be found in Chapter III. In general, the lack of public transportation services and bicycle and pedestrian networks in the County make an assessment of alternative transportation modes difficult. A rapidly suburbanizing area, Henry County, like many other counties in this situation, is experiencing an increase in need for transportation improvements of all types, including better sidewalk, bicycle path, and public transportation networks.

The County is currently served by two express bus routes operated by GRTA and the County operates on-demand transit for the elderly or handicapped residents that cannot drive. Sidewalks and bike paths serve the transportation and recreation needs of residents in some locations. However, with the exception of historic downtown areas and some new subdivisions, most of the County does not have sidewalks.

Chapter III discusses existing bicycle and pedestrian facilities in Henry County, as well as those recommended by previous state and regional planning efforts. As part of the CTP process, additional criteria were developed to identify and prioritize potential bicycle and pedestrian enhancements beyond those established as part of ARC's and GDOT's Bicycle and Pedestrian Plans. These criteria were used to identify priority areas for bicycle and pedestrian improvements in the County. Key bicycle and pedestrian criteria included:

- Proximity to Key Locations – proximity to schools, libraries, parks and other public facilities;
- Network Definition – Connecting existing segments of the sidewalk network;
- Connectivity – Access between major bicycle and pedestrian origins and destinations;
- Roadway Expansion Opportunities – locations where roads are planned to be reconstructed or constructed along new alignments and new pedestrian and bicycle facilities can be added;
- Protection of Right-of-Way – opportunities to encourage developments to provide adequate right-of-way for bicycle and pedestrian facilities as new developments are constructed; and,
- Consistency with Other Plans - the consistency with the GDOT Statewide Bicycle Plan, ARC Bicycle and Pedestrian Plan, and local plans.

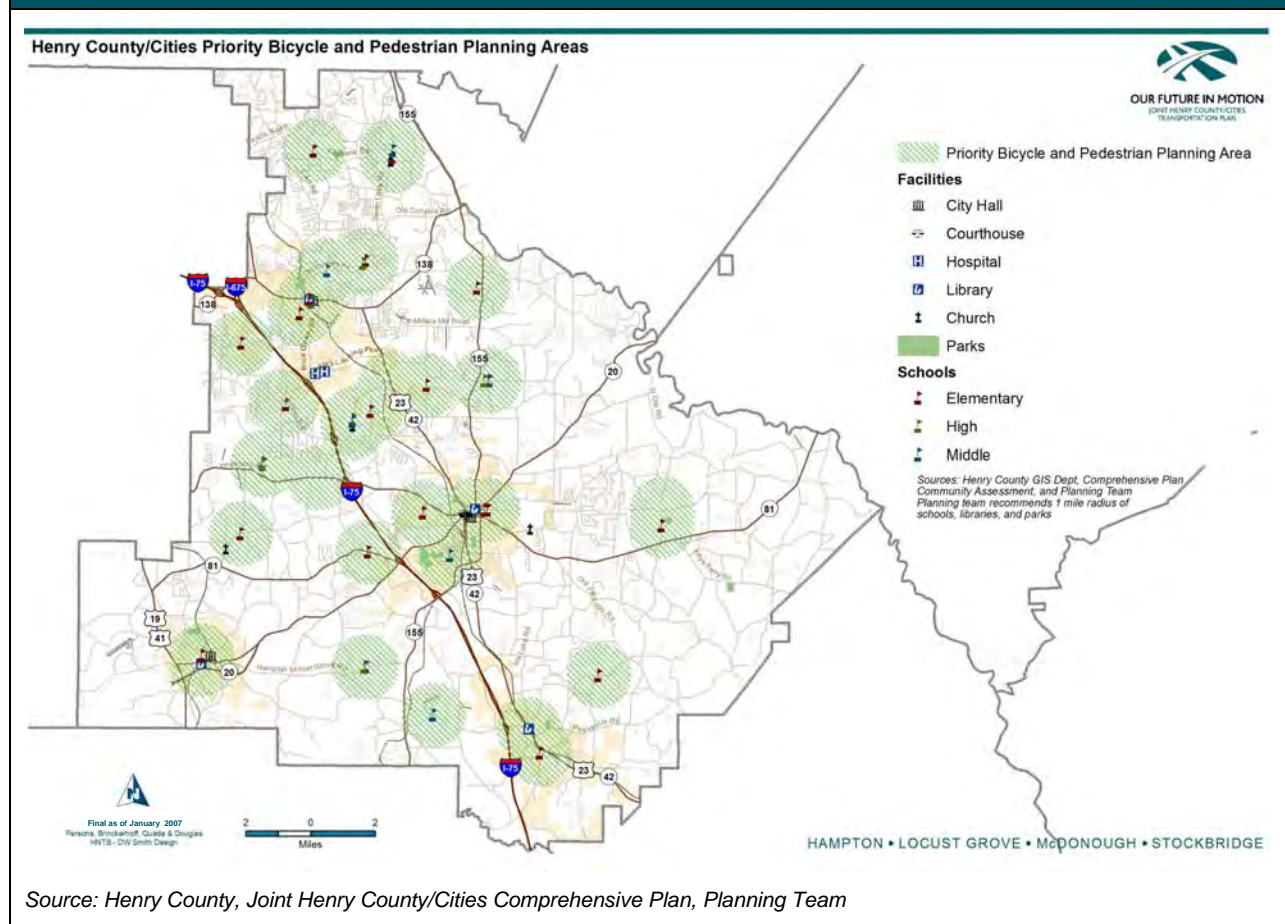
Figure IV-3 shows the proposed priority areas for bicycle and pedestrian facilities that are within a one-mile radius of key locations. Concentrations of priority areas are found in each of the Cities in Henry County. Eagle's Landing is an area with a concentration of bicycle and pedestrian priorities. Bicycle and pedestrian projects that are consistent with GDOT and ARC plans should also be pursued.

The planning team also mapped the location of a potential local transit service area (based upon the Joint Comprehensive Plan's existing and future land use maps) that could help enhance the current level of public transportation serving Henry County residents, as shown in Chapter IX. These maps will help Henry County and its Cities invest in these transportation system improvements in areas most likely to need them.



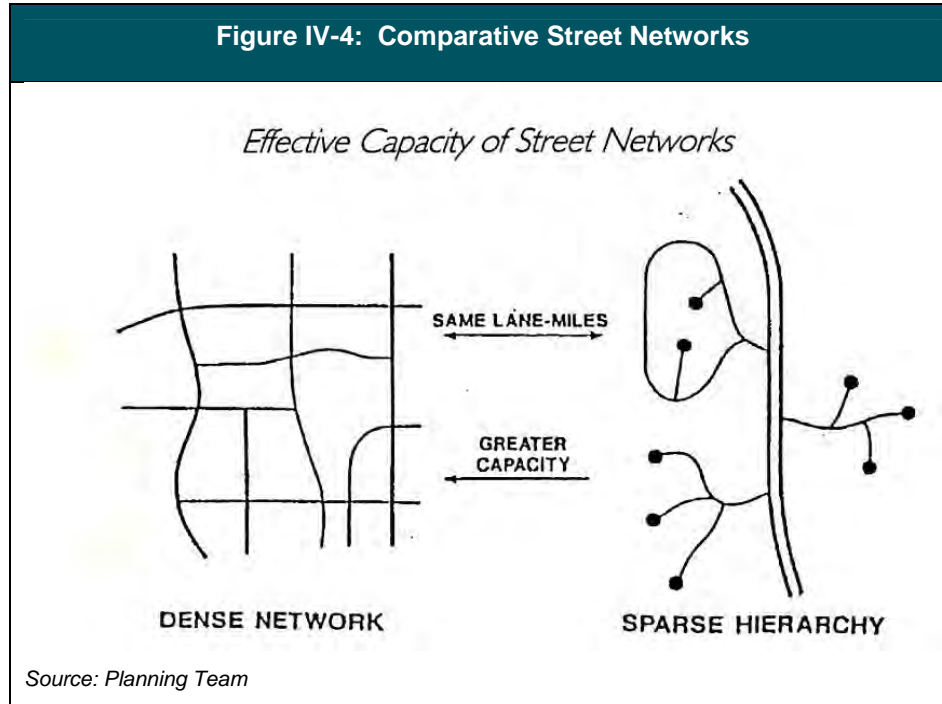


Figure IV-3 : Priority Bicycle and Pedestrian Planning Areas



## Issues for Present Day Travel

The technical analysis shows that major roads in the County are congested, particularly in the northern portion of the county, near existing downtowns and along I-75. This is partially because many trips that might be served by local roads instead are forced to use the major highways. Figure IV-4 shows two types of road networks. The network on the left has much greater connectivity, offering more alternative routes for traveling north-south and east-west. The network image on the right represents many locations in Henry County. Due to the general lack of connectivity in the County, local trips are forced onto major roads (like the one shown on the right), clogging the major road network that is in place. In fact, throughout the planning process, Henry citizens told the planning team that providing alternatives to I-75 and more through routes, in both the north-south and east-west directions, was a priority.



Another major issue that the technical analysis illustrates is that the lack of employment opportunities to balance the residential growth in Henry County is impacting travel conditions. The imbalance between employment in the County and the number of residents is causing more trips to travel outside of the County. The 2000 U.S. Census reported that two-thirds of work trips from Henry County end outside of the County. Thus, trips are on the road network longer, cover more distance, and place more stress on the roads in the region. Furthermore, many work trips from Spalding and Butts Counties access I-75 through Henry County, adding to the traffic on arterial and collector roads. The current network cannot provide for the growing number of trips without becoming congested at many locations throughout Henry County.

## Future Travel Conditions

An essential question for Henry County residents and decision makers is, "How many residents and jobs will be in Henry County in 2030?" This question is important because the transportation system developed for Henry County and its Cities between now and 2030 must serve the travel needs of this larger population and more complex development patterns.

The CTP team used growth projections developed as part of the Comprehensive Plan update. As discussed in Ch. II, Henry County and its Cities agreed upon projections of how much growth is likely to occur and where that growth should occur. The Comprehensive Plan team also described what development might look like in terms of household size and density and types of jobs. These projections accounted for approximately 429,000 people and 120,000 jobs in the County, as documented in the *Community Assessment* element of the Henry County/Cities Joint Comprehensive Plan, completed in the fall of 2006.

The forecasts represent best estimates; no one can say definitively what the built environment in Henry County and its Cities will look like more than 20 years into the future. A level of uncertainty is implicit, in particular, in predicting how the large store of currently vacant land in the County might be developed. Therefore, a significant effort was made to project travel conditions under a range of potential future development patterns. Potential development patterns were explored as part of the Shared Agenda Workshop in February 2006; as explained in detail in the Appendix. Alternative development scenarios were also the subject of discussion by citizens and stakeholders at public workshops in January 2006,

and in special presentations to the business and development community in early 2006. Based on input from citizens, stakeholders, elected officials, Henry County, and its Cities, a set of five (5) potential land use scenarios, were identified and analyzed:

- Development at a uniform low density
- Development focused along the I-75 corridor
- Development focused in existing cities and communities
- Development focused around activity centers (including schools)
- Development based on Atlanta Regional Commission future projections (from the most recent Regional Transportation Plan, *Mobility 2030*)

These potential development patterns were defined in detail by the CTP team and used for transportation modeling purposes. The team analyzed the performance of the transportation system for each scenario, then compared them to one another to identify the common transportation network segments that performed poorly (i.e. were most congested) regardless of future development. The CTP team used the ARC 13-county regional travel demand model (for 2030) to project future year conditions in order to help Henry County citizens and decision makers plan to meet future needs in a manner consistent with ARC's regional transportation planning process and methods.<sup>2</sup>

It should be noted that the transportation analysis of future conditions did not distinguish among the various local government jurisdictions, i.e. the needs in unincorporated Henry County and for each municipality. The transportation analysis does include data and results for each of these areas, but they were not analyzed or reported separately.

This transportation analysis methodology gave the CTP Team, Henry County and its Cities a better sense of where congestion would occur in the future regardless of what future development patterns materialize. These congested roadway links are likely to be the most critical to future mobility within and through Henry County. Congested roadway segments and key connections became the County's network of Critical Corridors for Future Mobility. As shown in below, many of Henry County's Critical Corridors are major roads, especially state routes which are likely to experience serious levels of congestion in the future.

When the CTP team began to look at how Henry County roads, transit, sidewalks, and bicycle routes would perform in the future, one important consideration was how to treat transportation improvements that were already being developed or implemented. With input from County and City officials and staff, the planning team identified projects in the short range regional plan, the ARC 2006-2011 Transportation Improvement Program, that are so far along in the planning process that they are very likely to be completed regardless of future uncertainties. These "committed" projects were assumed to be in place in the future transportation network. The Appendix contains a detailed list and map of ongoing projects (called committed projects) that were assumed to be in place in 2030. The CTP team used an assumed network including committed projects and the five development scenarios to locate critical needs in the County, such as the critical road corridors discussed below.

Another consideration was how to address regionally-significant interstate highway and transit projects within the context of the local plans of Henry County and its Cities. The planning team agreed that the scope of the CTP would not include improvements to major limited access facilities (i.e. interstate highways or interchanges, regional transit, etc.) that are planned through state and federal agencies and would require state and federal processes (approval, funding, etc.) due to the regional and inter-state travel impacts of those projects. This approach affects potential projects such as I-75 HOV lanes, improvements to the I-75 and I-675 interchange, and regional transit.

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<sup>2</sup> The long range (2030) transportation model used to predict future conditions for this plan is the same model that ARC uses in its planning activities for the region, with refinements to represent more details of the transportation system and development within Henry County.



## Critical Corridors

The future conditions analysis shows that a number of important transportation arteries in Henry County are likely to experience significant levels of congestion in the future. Figure IV-5 shows some of the road segments projected to be most congested in 2030, as well as those corridors identified by the planning team as critical to future travel mobility. Using model results, the CTP team identified congested road corridors based upon:

- the conditions during the worst rush hour of a weekday,
- the number of vehicles delayed by congestion and how much extra travel time is necessary during peak times due to congestion, and
- the duration of congested conditions, or how long traffic flow is interrupted.

Because the team used a range of future development scenarios, the congested road segments are projected to be the most severe regardless of how the County grows in the future. Based upon the congestion analysis, public input, and stakeholder review, the study team identified corridors that are likely to be the most critical to future mobility within and through Henry County. As Figure IV-5 shows, many of the County's current major roads will continue to be critical into the future.





Figure IV-5: Critical Corridors for Future Mobility

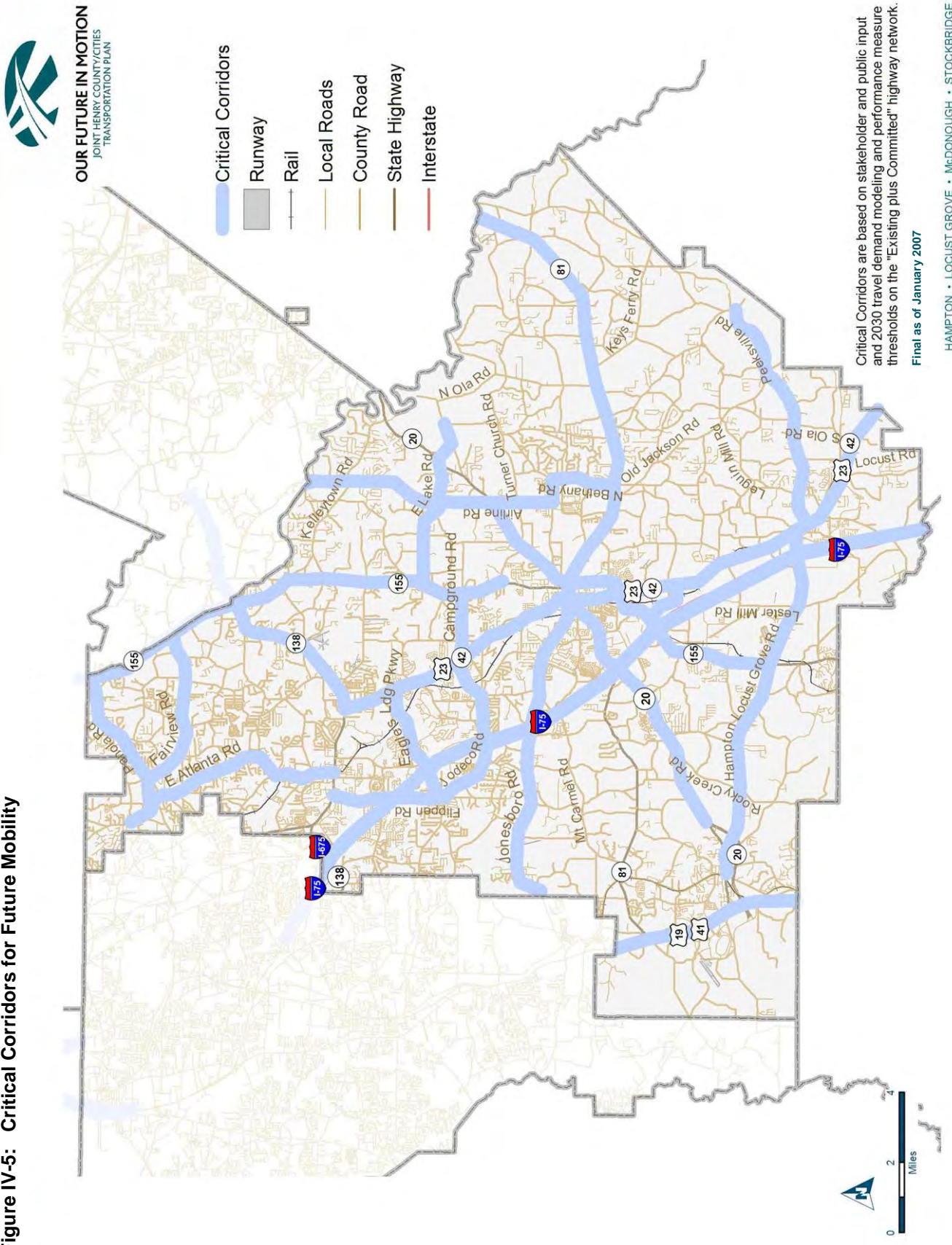


Figure IV-5 shows that in southwestern Henry County, US 19/41 and east-west corridors such as Hampton Locust Grove Road and SR 20 (McDonough Hampton Road) have been identified as critical corridors. Several roads that provide access to I-75 are also considered critical corridors. These include Eagles Landing Parkway, Jonesboro Road, SR 20 (McDonough Hampton Road), SR 155, and Bill Gardner Parkway. Many north-south corridors, US 23/SR 42 between Stockbridge and McDonough, East Atlanta Road, Airline Road, and SR 155 are also critical corridors to future mobility.

It is important to comprehend that these corridors do not represent future projects, but future needs, and were therefore a starting point for defining transportation improvement alternatives that could enhance travel in Henry County and its Cities. The next step in the planning process was to define and prioritize alternative transportation improvements and strategies. A wide range of alternative strategies was incorporated into the CTP, such as roadway, traffic operations, intersection, transit, and pedestrian and bicycle improvements. Roadway improvement strategies include improving connectivity by extending roads and filling gaps in the network, improving capacity by widening existing roads or managing access on existing roads, and other system improvements. Additionally, the CTP team developed land use strategies for two key corridors in the County, SR 42 from SR 138 to the Butts County line and the improvement and extension of Flippen Road in western Henry County.

## Transportation System Analysis

Overall, the transportation system assumed as a baseline (including the existing network and committed future projects) is projected to be severely strained in year 2030 without any new improvements. The results above indicate a need for a wide range of system improvements in both north-south and east-west corridors and their connections. Drivers in Henry County have limited options to access I-75, especially those coming from areas east of the interstate. Downtown McDonough acts as a hub in Henry County's current roadway network where multiple state routes converge, forcing travelers to go through the city's core on their way to I-75 and other destinations. Other options are needed to connect destinations within the County as it continues to grow. Ideally, a defined street and highway grid system should be established, allowing for more direct access between points of interest. Additionally, alternatives to I-75 are needed. Travel from Henry County to Downtown Atlanta and other key locations could be improved by the expansion and extension of existing parallel facilities.

Alternatives to the automobile also are needed as the population in Henry County, including the elderly, increases. Transit may offer a more efficient means of carrying Henry County residents to local and regional destinations, such as the Hartsfield Jackson Atlanta International Airport and major employment centers. Within local centers, residents need additional bicycle and pedestrian travel options, such as sidewalks and paths. The needs in Henry County cover the spectrum of travel modes; the following sections present feedback from Henry County residents and stakeholders.

## Community-Based Needs Identification

Throughout the development of the Plan, many opportunities were provided for citizens, business leaders, elected officials, and community stakeholders to learn about transportation issues and opportunities, the current and expected future state of transportation in the County, and potential transportation and land use solutions and strategies. All of these comments were documented during the Plan development process and were used by the CTP team to develop the Transportation Plan. A summary of the public involvement and stakeholder coordination process and the results are included in this section.

Four (4) major outreach efforts in the Transportation Plan development process were especially valuable in providing the citizen and local stakeholder perspective in the Transportation Plan. These included:

- Local Community Leader Interviews
- State and Regional Planning Partner Interviews
- Peer County Panel/Shared Agenda Workshop for Local Elected Officials
- Joint Transportation Plan/Comprehensive Plan Public Workshops



All of these public and stakeholder engagement activities brought different and important perspectives to the CTP planning process.

At the outset of the CTP process, Henry County identified a number of key elected and appointed officials, community leaders, and interested stakeholders to be interviewed by the project team. The primary purpose of the interview was to obtain valuable insights into:

- Current Perceptions of Transportation Issues in the County and Cities
- Potential Transportation Solutions
- Linkage Between the Transportation Plan and Comprehensive Planning
- Institutional Barriers to Effective Planning

About 30 interviews, including most of the County Commissioners and Mayors, were accomplished in the first three months of the Transportation Plan process (late 2005). A summary of the interviews was prepared as well as a list of issues, concerns, and suggestions gathered from the community leaders. Many of the concerns centered on the following topics:

- Growing congestion and long travel times in the I-75 Corridor
- Lack of north-south alternative routes to I-75
- Lack of east-west connectivity
- Need for intersection upgrades, especially turn lanes and improved signalization.
- Lack of transportation infrastructure to meet the demands of new growth.
- Lack of public transportation alternatives
- Lack of coordination on transportation issues among the County, the Cities, GDOT, ARC, the School District, the Water and Sewerage Authority, and affected utility companies.
- The construction of needed transportation improvements takes too much time.
- New schools are opening without paved roads (due to uncoordinated planning).

Interviews were documented as part of the CTP public involvement process under a separate project.

## State and Regional Planning Partner Interviews

In addition to the community leader interviews, the CTP team interviewed representatives of the transportation planning partners (state and regional agencies) with an interest in transportation in Henry County. These partners included ARC, GDOT, GRTA, and SRTA. Each organization discussed the interaction between Henry County and their agency and offered information, insights, and suggestions for improving transportation in the County. The following comments were offered by Henry County's planning partners:

- The Transportation Plan is very important in order for local transportation priorities to be identified and agreed upon so they can help inform transportation decisions at the regional and state levels.
- Henry County should be more active in the regional transportation planning process managed by the Atlanta Regional Commission.
- Innovative financing techniques such as tolling, might be an opportunity for Henry County to consider in the future for implementing transportation facilities.
- Expanded express bus services may be feasible to link Henry County with other counties in Metro Atlanta, if a new funding source can be identified.

All of these interviews were compiled, synthesized and used to guide the formation of the Transportation Plan goals and objectives and overall Plan recommendations. These interviews were documented under the Public Involvement Plan.





## Needs Identified Through Public Outreach

As mentioned previously, unincorporated Henry County was in the process of updating their Joint Comprehensive Plan at the time of the CTP development. Due to the importance of linking these activities together and to address the critical relationship between transportation and land use decisions, a number of joint public workshops and presentations to local elected officials were made which presented both transportation and land use information. This approach has never been used in Henry County. Typically, separate workshops to discuss transportation and comprehensive planning topics, such as land use and development are held.

While the scheduling and logistical problems of this approach were more complex than in a typical county plan development project, the joining of these presentations proved to be very effective in several ways. First, it helped citizens and local officials better understand how transportation systems and land planning affect each other. Secondly, it helped the project team obtain better quality feedback from the community about preferences and attitudes on desired transportation systems and development patterns. Lastly, the joint process seemed to help solidify the planning assumptions and inter-governmental coordination elements of the Plan with elected officials.

Three sets of joint Transportation Plan/Comprehensive Plan workshops (one in each of the four Cities and one at the Henry County Administration Center) were held during the planning process. The first set of public workshops introduced citizens and other interested parties to the Transportation Plan process and invited their input on transportation needs and issues in Henry County. The second set of public workshops was held as a joint effort with the Comprehensive Plan team and focused on creating a common vision for Henry County, including transportation and land use elements. The third and final public workshop focused on presenting the results of the technical transportation analysis, including the development of the Critical Corridors Network and initial transportation project priorities to be included in the Transportation Plan recommendations.

## Initial Transportation Planning Issues and Opportunities

At the beginning of the development of the Henry County/Cities Transportation Plan, a number of transportation-related issues, concerns, and opportunities were identified by elected officials, community stakeholders, and citizens. This list was expanded and elaborated upon as the Transportation Plan developed. Table IV - 1 identifies the issues and concerns that were most frequently mentioned during the Transportation Plan process.

Table IV - 1: Transportation Planning Issues from Public Outreach	
Issue Category	Specific Concern or Opportunity
<i>Institutional Issues</i>	<ul style="list-style-type: none"> <li>• Need for better coordination among Henry County, the Cities, the School Board, the Water and Sewerage Authority, utility companies, etc.</li> <li>• Elected officials and citizens should identify transportation priorities and hold to them.</li> <li>• The County and Cities should participate more fully in the regional transportation planning process.</li> </ul>





**Table IV - 1: Transportation Planning Issues from Public Outreach**

<p><b><i>Transportation Needs and Options</i></b></p>	<ul style="list-style-type: none"> <li>• Traffic congestion should be addressed, especially in the I-75 corridor.</li> <li>• There should be more four-lane roads in the County to provide alternative routes to I-75.</li> <li>• There should be more four-lane roads providing east-west connectivity across the I-75 corridor.</li> <li>• The SR 42 corridor should be improved to handle more traffic.</li> <li>• The SR 155 corridor, which includes the County’s main industrial development area, should be improved to handle more traffic.</li> <li>• The U.S. 19/41 corridor should be studied.</li> </ul>
<p><b><i>Traffic Safety and Operations</i></b></p>	<ul style="list-style-type: none"> <li>• Better traffic management should be provided in the southern part of the County.</li> <li>• Some roads in the County are not paved and should be improved.</li> <li>• The County and Cities need more traffic signals and better traffic control.</li> <li>• More roadway/rail grade separations are needed in the County.</li> <li>• The juncture of I-75 and I-675 is very congested and should be addressed.</li> </ul>
<p><b><i>Arterial Roadway Network</i></b></p>	<ul style="list-style-type: none"> <li>• Future growth will require new and improved arterial roads.</li> <li>• Right-of-way for future roadways and road widening projects should be protected now.</li> </ul>
<p><b><i>Truck-Related Issues</i></b></p>	<ul style="list-style-type: none"> <li>• Truck traffic is a problem in some areas, especially connecting roads to I-75, and in the SR 155 and SR 42 corridors within a few miles of I-75.</li> </ul>
<p><b><i>Economic Development</i></b></p>	<ul style="list-style-type: none"> <li>• Transportation improvements should support economic development in the County.</li> </ul>
<p><b><i>Other Transportation Modes of Travel</i></b></p>	<ul style="list-style-type: none"> <li>• More attention should be given to providing pedestrian and bicycle facilities, including sidewalks, walking trails, and bike paths, especially in commercial areas and near schools, libraries, government buildings, parks, etc.</li> <li>• More public transportation services, including commuter rail, express bus service, and park-and-ride lots should be considered in the County to serve people working in Downtown and Midtown Atlanta, Hartsfield-Jackson-Atlanta International Airport, and other areas of the region.</li> </ul>
<p><b><i>Transportation System Operations and Maintenance Costs</i></b></p>	<ul style="list-style-type: none"> <li>• As the County’s transportation system is expanded, maintenance and operating costs will increase significantly in the future.</li> <li>• More funding for on-going system operations and maintenance should be identified.</li> </ul>



Table IV - 1: Transportation Planning Issues from Public Outreach	
<b>Funding</b>	<ul style="list-style-type: none"> <li>Henry County’s acute transportation problems will strain the current City and County resources for the implementation of projects.</li> <li>Transportation improvement projects should be constructed in a more timely manner (thus saving money).</li> <li>Short-term and long-term funding strategies for transportation projects are needed.</li> <li>A range of potential funding sources for transportation should be explored, including special purpose local option sales taxes (SPLOST), traffic impact fees, public/private partnerships, tax allocation districts, user fees (tolls), bonds, community improvement districts, federal and state funds, and other innovative sources.</li> </ul>

### Transportation Issue Mapping

During the planning process, numerous opportunities were provided for citizens, community stakeholders, elected officials, and regional and state planning partners to identify specific locations in the County where transportation issues were present that should be addressed in the Transportation Plan. While some comments were countywide in nature or represented certain philosophies for improving transportation, many comments were able to be mapped by the technical team for use in the development of the CTP. Figure IV-6 and Figure IV-7 illustrate issues of importance to the community related to transportation. Comments that were not able to be mapped were also captured by the CTP team.

### Transportation Issues in the Cities

The development of the CTP included three rounds of public workshops in each of the four (4) cities in the County as well as at the County’s Administrative Center. In addition to the public workshops, there were numerous presentations to the City Councils, meetings with City officials, and other presentations where City officials were present. All of these sessions provided an opportunity to identify specific transportation needs and issues for each individual city. A summary of these issues is shown in Table IV - 2.

Table IV - 2: City Transportation Issues and Needs	
MUNICIPALITY	ISSUE OR NEED
<b>City of Hampton</b>	<ul style="list-style-type: none"> <li>Interchange at SR 20 and US 19/41 is confusing</li> <li>Need to reduce truck traffic through Downtown area – need new ramp from SR 20 to US 19/41</li> <li>Improve intersection of SR 155 at Walker Road</li> <li>Improve intersection of Old Highway 3 and SR 81</li> <li>Fix traffic congestion around the Luella schools</li> <li>Widen Hampton-Locust Grove Road</li> </ul>



Table IV - 2: City Transportation Issues and Needs	
<p><b>City of Locust Grove</b></p>	<ul style="list-style-type: none"> <li>• Peeksville Road connection to SR 42 and Bill Gardner Road is a problem</li> <li>• SR 42 and SR 81 East need to be widened</li> <li>• Grade separation over the railroad is needed</li> <li>• I-75 accidents cause bad traffic jams</li> <li>• Need more public transportation (express buses, park and ride lots, bus rapid transit on I-75)</li> <li>• Need better connections between cities in County</li> </ul>
<p><b>City of McDonough</b></p>	<ul style="list-style-type: none"> <li>• Reduce congestion on I-75</li> <li>• I-75 accidents cause congestion in McDonough</li> <li>• Need McDonough Bypass so people can avoid driving through McDonough Square</li> <li>• Need new traffic signals (SR 81 at Publix, Jonesboro Road at new movie theater, etc.)</li> <li>• Need more public transportation to Atlanta</li> <li>• Need a grid street system in McDonough</li> </ul>
<p><b>City of Stockbridge</b></p>	<ul style="list-style-type: none"> <li>• Widen Rock Quarry Road</li> <li>• More public transportation to Atlanta and Airport</li> <li>• Need more turn lanes at intersections</li> <li>• Miller’s Mill/SR 155 intersection needs to be fixed</li> <li>• Synchronize traffic lights</li> <li>• Need better truck routes</li> <li>• Need better intersections along Fairview Road</li> </ul>

## Bringing It All Together

The CTP development process has enabled Henry County and its Cities to identify its most critical transportation needs, a network of Critical Corridors, and the type of transportation system improvements and strategies that are acceptable and desired by its citizens and community stakeholders. All of these considerations relate to public expectations and the vision of the County’s growth and development in the future. Throughout the needs identification phase of the CTP, the CTP team emphasized the need to think about transportation needs in the context of land use decisions (and vice versa) to create a quality environment in Henry County. The transportation needs identified in the CTP process reflect an awareness of the current inadequacy of the current transportation infrastructure, the historic lack of consideration of the transportation-land use linkage, the lack of travel choices or options for trip-making in the County, the complexity of the project delivery system for transportation improvements, and the desire to make the best of the existing transportation system by maximizing its operational efficiency and safety. In subsequent chapters of this report, the process for developing the Transportation Plan in light of these identified needs will be described as will a set of proposed transportation project priorities, public policies, and implementation strategies.

This CTP is the first joint transportation plan ever developed by Henry County and its Cities. As such, it has been designed to provide an opportunity for Henry County and its Cities to jointly identify transportation priorities and identify both short- and long-range transportation and land use strategies that will improve transportation service mobility and create quality development throughout the County. However, financial constraints as well as institutional barriers at the state, regional, and local levels and lack of community consensus on proposed transportation improvements factor into the ability of the CTP to address all of Henry County’s transportation needs. While this CTP will not be able to address all of the needs identified during the planning process, the extraordinary effort made to identify these needs in a systematic and inclusive manner will undoubtedly help the County and the Cities for many years to come. The community discussions of transportation needs held during the CTP development, and



hopefully, the continuation of these discussions in the future, will enable the County and Cities to better gauge the expectations and desires of its citizens in relation to transportation and will help guide future updates of the CTP.

