

CHAPTER 9 TRANSPORTATION



TRANSPORTATION

9.1 Introduction

The purpose of this chapter is to articulate the community's transportation goals and associated implementation program over the next twenty years. These goals and implementation program are based on an inventory of the community's transportation network, and an assessment of the network's adequacy for serving current and future needs. In turn, these goals and needs stem from a common vision for the future, a vision that also underlies the other elements of this plan and was derived from over four years of community outreach and participation in comprehensive planning efforts.

Much of the material included in this chapter originated from the last Comprehensive Plan adopted in 2001 and from the City's Comprehensive Transportation Plan (CTP) adopted in 2003. The CTP was prepared by Day Wilburn Associates, Inc., and several of the maps and figures referenced in this chapter were from this document. The CTP figures used in this plan can be found together in **Appendix C**. The last Comprehensive Plan and the CTP both had a planning horizon of 2020, and were based upon population projections ranging from 21,451 to 27,379. As presented in the Population chapter, this plan is based on a range of 2025 population projections from 25,506 to 29,566. Though this range is slightly higher than that used in the previous planning efforts, it is consistent and within the range of the earlier projections. For this reason the future traffic projections and analysis presented in the CTP for 2020 are being applied to the 2025 planning horizon of this plan.

9.2 Inventory of Existing Conditions

The existing transportation system in Griffin includes a network of roadways, sidewalks, bike trails, parking, public transportation, and a general aviation airport. This section inventories each component of this network and describes the level of services provided by each.

9.2.1 Roads

The foundation of the Griffin transportation system is the combination of arterial, collector, and local roads. The City's grid system offers a number of viable alternatives to distribute local traffic; however, issues arise when through traffic conflicts with local traffic on the arterial system. An overall deficiency is the lack of circumferential alternatives that would ease the conflict between through truck traffic and local residential and business travelers. Large, well-used State and US highways converge in Griffin along its major east-west arterial, Taylor Street.

Figure C-1, located in the **Appendix**, highlights the functional classification of roadways in the City. Griffin has no Interstate Highways within its corporate limits. However, several roadways classify as arterials because they accommodate high levels of local and regional traffic. Arterials connect activity centers and carry large volumes of traffic at moderate speeds. The arterial system in Griffin includes US19/41, SR 16, SR 155, SR 92, and Bus 19/41.

Collectors provide access to activity centers from residential areas. Their purpose is to collect traffic from streets in residential and commercial areas and distribute the traffic to the arterial system. The collector system in Griffin includes Meriwether St., College St., Poplar St., Solomon St., Experiment St., Broad St., Maple St., McIntosh Rd., and Old Atlanta Hwy.

The remaining roadways in the City are classified as local streets. Local streets feed the collector system from low volume residential and commercial areas. The overwhelming majority of Griffin’s roadway system is classified as local streets.

US 19/41 offers an efficient and effective north-south bypass to serve through and local commercial traffic. Business 19/41 serves as an arterial for north, central and south Griffin. Unfortunately, the major east-west route, SR 16 (Taylor Street), provides the only east-west connection in Griffin and Spalding County for truck and other through traffic traveling back and forth from I-75 and US 19/41 to I-85 to the west.

Roadway congestion is typically described by one of six Level-of-Service (LOS) standards. These standards are presented in **Figure 9-1**, and are based upon functional classification, road capacity, road volume, and speed. **Figure C-2**, found in Appendix, presents the existing Level-of-Service (LOS) for major roadways in the City. As the figure illustrates, the CTP found unacceptable levels of service (LOS E and F) exist on West Taylor, West Poplar, and West Broad Streets. US 19/42 on the north side is also experiencing an unacceptable level of service.

Figure 9-1: Level-of-Service (LOS) Descriptions

LOS	General Characteristics
A	Nearly free-flow conditions; full freedom to maneuver within traffic stream
B	Nearly free-flow conditions; with some restrictions on maneuverability
C	Nearly free-flow conditions; with noticeable restrictions on maneuverability
D	Declining speeds; increasing densities, restricted maneuverability
E	At capacity; unstable flow; reasonable speeds, very little, if any, freedom to maneuver
F	Unstable flow conditions, low speeds; significant queuing at constricted points

Source: Transportation Research Board, Highway Capacity Manual, 2000 update

LOS projections for 2010 and 2020 are discussed later in the “Assessment of Current and Future Needs.”

9.2.2 Bridges

The Comprehensive Transportation Plan did not provide a detailed inventory of bridges in the city, however, two bridges were identified as in need of replacement, the Sixth Street Bridge and an abandoned bridge on Old Atlanta Highway. The replacement of the Sixth Street Bridge was included in the 2002-04 State Transportation Improvement Program (STIP), and the City staff has received assurance from GDOT that the abandoned bridge on Old Atlanta Highway will be programmed for replacement as well. The bridge was mentioned several times during the course

of the public involvement effort in the Comprehensive Transportation Plan, and should offer relief to north-south traffic paralleling US 19/41.

9.2.3 Signals

The Comprehensive Transportation Plan included a detailed inventory of the traffic signals in Griffin. These signals are maintained by either GDOT or the City. These signals are in assorted states of condition and capability. In summary, the CTP found that:

- There are 50 existing traffic signals; 22 maintained by GDOT and 28 maintained by the City.
- All 22 of the GDOT signals are 170 type controllers capable of coordination. Of the 22 GDOT signals, 15 are coordinated using fiber optic interconnect cable connections.
- Of the 28 City signals, 18 are Transyt controllers capable of coordination. However, the Transyt controllers are not capable of coordination with GDOT's 170 type controllers. None of the City signals are currently coordinated with any other signals.
- Fifteen City signals do not have loop detectors and operate as fixed timed controllers (non-actuated).
- Ten City signals are fixed timed electro-mechanical controllers and are not capable of actuation.
- Three GDOT replacement signals are proposed for installation within the next year.
- There are 16 existing flasher signals.

The GDOT signals, located along the high volume arterials requiring coordination, are up to date and capable of actuation and coordination. Most of the GDOT signals have fiber optic interconnect capability and are coordinated with each other.

The City has a mixture of aged controllers and equipment, none capable of coordination with the GDOT equipment. If signal coordination is installed along routes with City maintained intersections, the controller equipment must be upgraded to GDOT compatibility.

9.2.4 Intersection and Roadway Deficiencies

The general roadway conditions in Griffin are good. Most roadways fall into the category of "Some Minor Repairs Needed" and can be attended to through routine maintenance. Those that may require more attention were addressed in the Comprehensive Transportation Plan, which identified 31 non-signalized intersections as having potential deficiencies worthy of corrective action. Solutions to these deficiencies were listed in the Capital Improvements Program of the plan along with cost estimates, and timing recommendations. This Capital Improvements Program is reproduced later in the Implementation Program of this chapter.

9.2.5 Bicycle and Pedestrian Ways

Griffin's sidewalk network, shown in **Figure C-3 in the Appendix**, is extensive and concentrated in the pedestrian-friendly downtown area. Walking is a viable alternative for many residents due to significant residential development adjacent to downtown and other employment centers. Because all trips begin and end on foot, a strong system of sidewalks, paths, and crosswalks to enable people to walk is necessary. Griffin has completed several downtown streetscaping projects to improve the pedestrian environment.

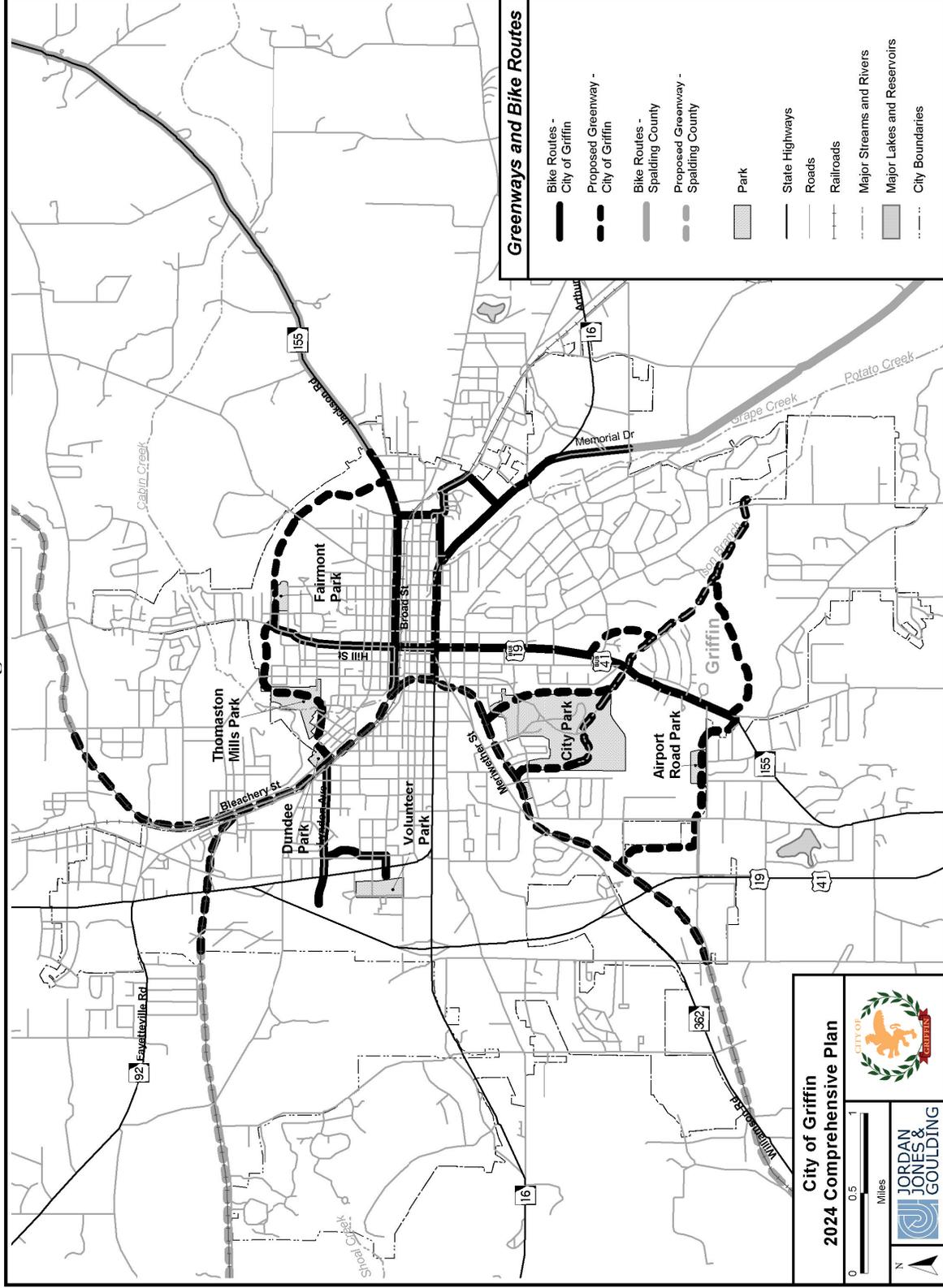
There is one bikeway planned for Griffin, as identified by GDOT as part of the Statewide Bicycle Route (SBR) Network. The identified bike route is SBR 15 which passes through east-central Spalding County and through the eastern half of Griffin. It follows from the north along GA 155 to South McDonough Road, then down Johnson Road toward Orchid Hill.

Besides these state identified bike routes, there is also community interest in a rails-to-trails network following the route of two abandoned rail lines linking the Head Creek Reservoir and Flint River with other proposed trails in Fayette County to the west. These rails-to-trails could be part of a larger greenway system, which could increase connectivity of developments and parks and to enhance accessibility between residential and commercial areas for those choosing bicycle and pedestrian modes of travel. **Figure 9-2** shows the recommended routes of this larger system.

9.2.6 Parking

A downtown parking inventory was undertaken as part of the Comprehensive Transportation Plan. The current supply of parking spaces downtown was estimated at 2,671 surface spaces and 277 structured spaces. According to the inventory, the supply is meeting the current demand with no more than 43% of the parking being occupied during the typical business day. The CTP noted that a sufficient mix of time limits are offered and enforced to accommodate both short-term visitors and employees parking all day. **Figure C-4 in the Appendix** shows the findings of the CTP parking inventory.

Figure 9-2



9.2.7 Public Transportation

Currently, there is no existing transit service within Griffin. There was a program operated within Spalding County by the McIntosh Trail Regional Development Center (RDC), which was discontinued in 2000. It was part of a larger program providing service to four other counties: Upson, Butts, Pike and Lamar. It operated as a demand response service with reservations accepted on a first come, first served basis. The service was funded under the Federal Transit Administration's (FTA's) Section 5311 program. The service provided four vans in Spalding County. Total ridership in 1999 was 13,692.

Though the service was discontinued, interest in reestablishing some form of public transit is present in the community. The CTP reported that both the Spalding Collaborative, a group of social service agencies and employers, and the Workforce Investment Board have expressed a need for local service. During the Visioning Workshop for this plan, the need for public transportation was high on the participants' priority lists.

Aside from the prospect of local bus or van service, Griffin also has the possibility of being a stop along a proposed Macon to Atlanta commuter rail line. Plans are underway to develop and implement commuter rail service along several corridors into the Atlanta area to address the severe traffic congestion in the region. The Georgia Rail Passenger Program (GRPP) calls for the implementation of commuter rail service between Atlanta and Macon as the first phase of a regional commuter rail system. Commuter trains would serve the communities of Macon, Bolingbroke, Forsyth, Barnesville, Griffin, Hampton, Lovejoy, Jonesboro, Morrow, Forest Park, and Hartsfield-Jackson Atlanta International Airport, with service terminating in downtown Atlanta at a new multimodal terminal adjacent to the Five Points MARTA station.

The service would operate primarily in weekday peak periods, with one additional train operating in both the midday and evening periods. The historic former railroad freight house building in downtown Griffin would serve as the rail passenger depot. A five-level parking structure is proposed on a City-owned surface lot west of the railroad freight house building to provide parking for the commuter rail service as well as other adjacent uses. Commuter rail ridership for the Griffin station is projected at 1,340 one-way passenger trips daily (year 2025 ridership projections).

The project is awaiting approval of state funds for preliminary engineering, construction and operating expenses and the negotiation of an operating agreement with Norfolk Southern, the owner of the rail line. There is no definitive timeline set for when commuter rail would come to Griffin; however, the current FY2003 - FY2005 Atlanta Regional Commission Transportation Improvement Program (ARC TIP) has the commuter rail service operational to Griffin by 2005 and Macon by 2006. The funding arrangements for the parking structure have not as yet been finalized.

The CTP recommended a Parking/Station Area Plan to ensure appropriate land use that takes greatest advantage of the commuter rail asset. The 2001 Macon-Atlanta Environmental Assessment document suggests a five level parking facility to be constructed in the vicinity of

the Griffin/Spalding Welcome Center at the renovated depot. The facility has received the approval of the Griffin City Commission and preliminary engineering has been completed. Funding mechanisms to operate and service the debt of the facility must be explored to ensure the success of the facility. A revenue bond issue was considered but the revenue generated by parking fees would probably only offset operating expenses. Congressional earmarks through the Federal Transit Administration (FTA) have proven to be a successful mechanism to fund major capital projects such as a parking deck to service public transportation. Another potential funding source would be the commuter rail operator agreeing to add to the ticket price to help offset parking costs. To help phase the development of the deck, lower levels could be constructed initially and as commuter ridership grows, additional levels could be added.

9.2.8 Airport

The Griffin-Spalding County Airport is located approximately 2 miles southwest of the City of Griffin, and approximately 30 miles south of Atlanta. The airport was built in 1939 and occupies 196 acres next to the Municipal Park and Golf Course.

The Griffin-Spalding County Airport is jointly owned and operated by the City of Griffin and Spalding County. The runway was designed to accommodate small single and multi-engine general aviation aircraft. It is paved with asphalt and is in good condition. The airport has one full-length taxiway on the north side of the runway, and a partial taxiway on the south side. There are currently between 47 aircraft based at the Griffin-Spalding County airport. Most are single-engine aircraft.

The airport was expanded in 1998, with runway pavement extended to 3,700 feet, and new runway and taxiway edge lighting installed. A helipad and fuel farm were also added at that time. The FAA also recently gave the airport a grant for \$400,000 for fencing and other safety improvements. That money was spent in 2003.

A master plan for the airport was recently completed by HNTB, however, the City rejected the plan in May 2003 and the county has tabled making a decision. The airport is currently operating under a 1995 master plan. The City supports a tri-county regional Airport or relocating the existing Airport.

9.3 Assessment of Current and Future Needs

Following is an assessment of current and future transportation needs, based on the findings of the inventory and comments received from the public involvement efforts. These efforts include the work conducted over the past four years for the previous Comprehensive Plan, the CTP, and this update of the comprehensive plan.

9.3.1 Projected Trends

The Comprehensive Transportation Plan included projections of the roadway level of service (LOS) for 2010 and 2020, see **Figures C-5 and C-6 in Appendix C**. The projections for 2010

show that levels of service will decrease network-wide, and East Taylor Street, Expressway Street, and more sections of US 19/41 will be pushed into unacceptable levels of service. Additional increases in traffic forecast for 2020 lower more roadway segments into unacceptable levels of service, including North and South Hill, the entire length of Taylor and Experiment, Meriwether, Solomon, 6th and 8th Streets.

Daily traffic volumes along US 19/41 are anticipated to grow from 20,000 south of town and 50,000 north of town in 2001 to 50,000 and 90,000 respectively, by 2020, see **Figure 9-3**. SR 16 traffic is anticipated to double from 19,000 to 38,000 on Griffin's west side and from 19,000 to 34,000 in the east by 2020.

SR 155 is a north-south route that bisects the City and provides a northbound alternative to I-75. Traffic volumes on SR 155 range from 15,000 on South Hill Street in southern Griffin to 6,300 just northeast of town along Jackson Road. In twenty years, the two-lane Jackson Road is forecast to carry over 12,000 vehicles per day. Other heavily traveled roads include Poplar, Meriwether, and College Streets, all local two-lane roads that serve collector functions for SR 16, US 19/41, and SR 155, Griffin's arterials.

**Figure 9-3
Existing and Projected Traffic Counts**

Count Station	2001	2020	Increase
US 19/41 North, at the northern city boundary	33,157	90,605	173%
US 19/41, north of Fayetteville Rd	53,654	77,201	44%
US 19/41, north of W. Taylor Street	28,856	61,195	112%
Old Atlanta Hwy	5,736	6,949	21%
North 9 th Street	2,046	2,645	29%
Jackson Road	6,301	12,372	96%
W. Taylor just west of US 19-41	11,293	17,154	52%
W. Taylor just east of US 19-41	19,321	37,826	96%
East Taylor Street	19,332	34,130	77%
West Poplar Street, just east of US 19/41	3,000	4,379	46%
West Poplar Street, just east of Hammond Dr	4,871	10,900	124%
South 8 th Street, south of Milner Ave	5,191	12,389	139%
Meriwether Street, east of Justice Drive	6,759	11,031	63%
Maple Drive, south of Pineridge Rd	3,246	5,070	56%
Source: Griffin Comprehensive Transportation Plan, Day Wilburn Associates, 2002.			

9.3.2 Needed Roadway Improvements

The analysis of existing and forecast conditions in the CTP demonstrated that several corridors are or will be operating at or near capacity. The existing roadway network will be unable to adequately accommodate the continuing growth of traffic generated by the region's ongoing commercial and residential development without improving flow through the identified corridors. Besides several construction projects as outlined in the Capital Improvement Plan, the CTP recommended the study of several alternatives, including the possibility of one-way pairs and a bypass and the use of transportation demand management strategies

To relieve the significant east-west traffic on Taylor Street, one-way alternatives on Solomon and Poplar Streets were recommended for further study. The CTP recognized that the one-way of West Solomon Street westbound between North 10th Street and North Expressway would offer some relief, as would the one-way of Poplar eastbound between Hammond Drive and South 3rd Street. This traffic operation improvement will assist in moving traffic east-west through the increasingly congested downtown area. However, only local traffic will utilize the Solomon and Poplar options because through traffic, including trucks, will not divert from Taylor Street, which is five lanes wide through the center of town. As a result, local traffic, which is largely aware of the existence of the Poplar and Solomon alternatives, is already utilizing the many alternatives Griffin's grid system offers. One disadvantage is that the one-way alternatives are likely to result in higher speeds through residential neighborhoods already accommodating local traffic seeking alternatives to Taylor Street.

It has been the City's policy to support the development of one or more bypass routes to alleviate downtown traffic. In addition, the subject of an east-west truck bypass of Griffin has been discussed in length at stakeholder and public meetings. The need for an alternative route to remove through traffic from SR 16 and other Griffin streets is evident to even the most casual of observers. Degenerating levels of service, increasing traffic volumes, safety issues, development expectations, noise, and aesthetics support the need for a bypass as well. No existing east-west roadway is sufficient to serve as an appropriate truck route; therefore, a bypass is recommended to be designated as Griffin's truck route.

The most problematic corridor in Griffin is along SR 16/Bus US 19/41 east-west through the heart of the City. The highways converge at the center of downtown (Hill/Taylor intersection) and share an alignment through downtown until approaching the intersection with US 19/41 on the west side of the City. A convenient and effective bypass would enhance the network's level of service and bring US 19/41, Hill Street and Expressway, plus the east-west routes, particularly SR 16, into acceptable levels of service.

Given the intensity of development in Spalding County around the periphery of the City and the lack of existing alternatives, a decision on locating the bypass must be made expeditiously to ensure right-of-way acquisition at a reasonable cost. Suggested alternative locations for the bypass are identified in **Figure C-7, in the Appendix**.

The most effective method of pursuing funding and implementation of a Griffin Bypass requires working closely with GDOT and Spalding County because the issue is regional in nature and the likely location of a bypass will be outside the City limits. GDOT is working with Spalding County and others in metro Atlanta to develop a long-term transportation plan that will meet accessibility, mobility, and air quality goals. The Griffin Bypass will be a significant item of discussion and planning undertaken during the GDOT planning process. The City will be represented in the process and should take an active role in pursuing the bypass project through the GDOT planning process.

9.3.3 Corridor Studies

Some of the proposed roadway improvements will not only have impacts on local traffic but also on surrounding land uses. In order to properly coordinate the improvements and to help mitigate the negative impacts, corridor studies should be undertaken. The first of these is to evaluate the status of and develop recommendations for the S.R. 155 corridor improvement project. This corridor bisects the downtown area and will likely be a key access corridor for the commuter rail station. However, any high-speed, multi-lane design could potentially be counter to the desires of the community to limit truck traffic downtown and encourage designs on a “neighborhood” scale.

Another project that requires immediate attention is the S.R. 92 widening. It is important that the community develop a set of design standards for transportation improvements. These issues will be discussed in more detail in the “policy” section. Citizen input indicated that both a north and a south bypass are perceived as needs in the community. These bypass routes would potentially serve to alleviate downtown truck traffic and remove through trips in general from the downtown area. Such bypass routes, however, have historically been susceptible to “sprawl” type development that can have the unintended effect of diluting the desirability of the downtown area to local merchants. The policy discussion that follows will provide more detail regarding the care that must be taken to avoid such a situation.

9.3.4 Transportation Demand Management (TDM) Strategies

Strategies to satisfy transportation demand without huge capital expenditure have been effectively implemented in many municipalities. These strategies help decrease the number of vehicle trips or combine trips by increasing the number of occupants per vehicle. Many of the strategies may not be appropriate until later in the study period, however, alternative strategies and their potential value to City travelers are listed below.

- Park-and-Ride facilities - The strategic placement of park-and-ride lots can be a successful TDM strategy. A park-and-ride lot provides a central location for commuters to meet and carpool to work or access transit. The park-and-ride lot provides a safe and convenient location for people to meet close to their homes without requiring a carpool or transit service to travel to each individual home to pick up the passengers. Griffin has a park-and-ride facility designed to assist commuters, however, it is currently underutilized. Another facility located near future transit or commuter rail service may be better utilized, removing some vehicles from congested facilities.
- Carpooling - Assistance in the form of a ride-finders program could be provided to provide opportunities for carpooling. Transportation Management Associations (TMAs) can be formed to assist in creating a carpooling operation.
- Vanpooling - Assistance in the form of encouraging and organizing vanpooling can lead to reduced costs for the City and the riders. TMAs can assist with organizing vanpools and develop strategies for their funding.
- Telecommuting - Increasingly employers are encouraging telecommuting for appropriate positions. With current and future advances in technology and telecommunications,

many employers and employees are experiencing significant cost savings by implementing telecommuting programs that allow employees to work from home. Telecommuting relieves congestion on the transportation system and provides cost-savings such as reduced overhead for employers and significant traveling expenses for the employee.

- Compressed work weeks – Again, the employer, employee, and transportation system can reap benefits similar to telecommuting through the implementation of compressed work weeks. Employer cooperation is necessary to accomplish significant gains from telecommuting and compressed work weeks; however, the benefit to the City of reduced congestion during peak periods can be dramatic.
- Bicycle/pedestrian improvements - Some minor additions of bicycle and pedestrian improvements can reduce vehicular traffic by adding the convenient option of biking or walking to work. Strategically placed bike racks and wide road shoulders coupled with a continuing effort to add to the sidewalk network can offer travelers a more congestion-reducing alternative for Griffin's travelers.

Employers realize many benefits from effective TDM programs, and their active participation is key to the success of TDM strategies. Employers have the ability to modify employee work hours and establish TDM programs, including telecommuting, carpool, and vanpool programs. Employers may choose to take advantage of federal tax benefits from subsidizing employee costs of transit and vanpooling up to \$100 per month, a significant tax benefit for both the employer and employee.

Within activity centers, strategies to establish TMAs through public/private partnerships may result in policies and actions that improve congestion, traffic flow, and air quality within the community and region. TMAs are typically comprised of a number of local businesses that partner with government agencies to offer transportation solutions such as ridematching services, discount transit passes, and shuttles.

It is unlikely that the City of Griffin would benefit from all of the proposed TDM strategies. However, as concerns about congestion and air quality increase, appropriate TDMs such as carpooling, vanpooling, employer strategies, bike/ped improvements, and park-and-ride lots should be considered in Griffin's immediate future.

9.3.5 Traffic Calming

Elected officials, City staff and citizens have expressed interest in implementing traffic calming measures in Griffin. Traffic calming describes traffic control measures that are intended to make neighborhood streets more usable for all travel and increase quality of life. The measures are intended to serve a variety of purposes, including slowing vehicle speeds, reducing cut-through or shortcutting traffic, and creating a more pedestrian friendly environment. They are often implemented on neighborhood streets, which were originally designed to encourage or maximize the flow of traffic.

Many jurisdictions have adopted a formal process and procedures to ensure that proposed locations are considered in an equitable manner, evaluated consistently, and prioritized prior to

implementation because the measures are costly and in great demand. The steps that are typically involved in this process include:

- Collection of information and data
- Evaluation and documentation of findings
- Development of recommended strategies and alternatives
- Evaluation of alternatives, including input from the affected public
- Prioritization and approval

Considerations to be addressed in the evaluation include traffic conditions (speed, volume, amount of non-local traffic versus local traffic), neighborhood or community context (design of local neighborhood and streets, number of streets with traffic issues, pedestrian environment), implementation cost, maintenance, and operational requirements and costs.

Evaluation and implementation of measures must be undertaken in a comprehensive manner within a community or neighborhood because their implementation can alter the local traffic pattern and create impacts on adjacent streets. Emergency service, sanitation vehicles, school buses and other oversized vehicles operating on residential streets may experience accessibility issues if some measures are implemented. Community involvement is critical to ensuring that affected residents and businesses understand potential implications, especially with regard to access and circulation.

The following are some of the traffic calming measures for consideration:

- Diverters - objects such as roundabouts and other features built into intersections
- Gateways - entrance features that are not only attractive but discourage cut-through traffic
- Median barriers - placed in intersections to create right in/right out access
- Raised intersections - placed in the middle of an intersection to reduce speeds
- Speed humps or tables - placed across roads to reduce speeds
- Street closures - installation of cul-de-sacs to eliminate cut-through traffic
- Traffic control devices, including stop signs, turn restrictions/prohibitions, signalization - installed to meet various traffic calming objectives

9.3.6 Needed Signal Improvements

A preliminary signal upgrade inventory was conducted as part of the CTP to determine immediate equipment needs. The following is a summary of the City's signal design needs identified in the plan:

- A total of 24 intersections need signal head upgrades: 12 due to only one existing signal head per approach (MUTCD requires two) and 12 due to size, placement or age.
- Twenty-five intersections need some pole replacement due to location, size or condition of the existing poles.
- Sixteen intersections need pedestrian ramps installed.

- Twenty-nine intersections need crosswalks added to at least one approach of the intersection.
- Twenty-three intersections need pedestrian signals and buttons installed.
- Ten intersections need the controller/cabinet replaced to be compatible with GDOT equipment.
- Ten additional intersections have controllers incapable of actuation (fixed time controllers) that should be upgraded.
- Fifteen intersections do not have loop detectors on any of the approaches.
- Fiber optic interconnect is needed for 12 blocks to provide communications to the additional ten intersections.

The CTP recommended signal related design work in the City was divided into four categories:

- Signal upgrades to meet MUTCD standards.
- Signal upgrades to meet coordination needs/communication design.
- Pedestrian ramp and crosswalk design needs.
- Remaining signal upgrades.

Signal Upgrades to Meet MUTCD Standards

The category that requires meeting MUTCD standards demands the highest priority for consideration and contains 12 intersections:

- Hill Street at Chappell Street
- Quilly Street at 9th Street
- Chappell Street at 2nd Street
- Broad Street at 13th Street
- Broad Street at 10th Street
- Solomon Street at 13th Street
- Solomon Street at 5th Street
- Solomon Street at 4th Street
- Poplar Street at 10th Street
- Poplar Street at 8th Street
- Poplar Street at 6th Street
- College Street at 6th Street

These intersections are included in the list for pole replacement, pedestrian facilities and/or controller replacement. The signal design cost for these 12 intersections is approximately \$60,000, with an estimated construction cost of \$900,000.

Signal Upgrades to Meet Coordination Needs/Communication Design

Upgrades to meet coordination/communication needs are required at an additional four intersections:

- Solomon Street at 10th Street

- Solomon Street at 8th Street
- Solomon Street at 6th Street
- Poplar Street at 9th Street

Pedestrian Ramp and Crosswalk Design Needs

Upgrades are required to meet crosswalk and pedestrian ramp needs at nine GDOT intersections:

- Taylor Street at 4th Street
- Taylor Street at 6th Street
- Taylor Street at 8th Street
- Taylor Street at 10th Street
- Taylor Street at 13th Street
- Taylor Street at 16th Street
- N. Expressway at Flynt Street
- Hill Street at Poplar Street
- Hill Street at College Street

The signal design cost for these intersections is approximately \$27,000, with an estimated construction cost of \$135,000.

Remaining Signal Upgrades

The remaining signal upgrade work includes 12 intersections:

- McIntosh Road at Old Atlanta Road
- Experiment Street at School Street
- Hill Street at Northside Drive
- Cherry Street at 6th Street
- Chappell Street at 6th Street
- Broad Street at 8th Street
- Poplar Street at Carver Street
- College Street at 9th Street
- College Street at 8th Street
- Maple Street at Crescent Road
- Meriwether Street at Everee Inn Road
- Everee Inn Road at Cain Lane

The signal design cost for these intersections is approximately \$60,000, with an estimated construction cost of \$900,000.

9.3.7 Bicycle and Pedestrian Needs

Other infrastructure improvements related to transportation options include the location of sidewalks and the addition of bike trails. The possibility of adding these types of projects to future local option sales tax initiatives should be considered.

While transportation planning in the past has primarily been focused on accommodating the single occupant vehicle, a strong preference exists in the community to provide options to residents for bicycle and pedestrian facilities that can serve both recreational and transportation needs. A visit to the walking track at the new airport park can readily illustrate the popularity of these types of facilities as a recreational amenity.

In addition, the layout of downtown Griffin provides opportunities for the implementation of a network that can be used as an alternative for residents who don't have access to automobiles (such as children) or those who simply want to leave their cars at home for some trips.

The downtown Griffin grid network lends itself to a two tiered trail system, the purpose of which would be to connect a mixed-use downtown area to the primarily residential areas that surround it. The first element of this system would be a circular trail that would form a ring around the central business district. This ring would serve as a collector that would provide access to the primarily residential areas.

The heart of this trail network would a grid of connector trails leading into town. These connector trails would connect the ring trail to the mixed-use areas and would also serve to connect the outlying neighborhoods to the intown neighborhoods. These spokes would follow the same type of grid system as the intown streets.

The presence of a transit alternative and the desire to develop a vibrant, mixed-use downtown area requires that an extensive pedestrian network be in place to serve the needs of the community. This means sidewalks downtown and in neighborhoods and pedestrian accommodation on the trail system. In all cases, the pedestrian network should be constructed to provide easy access to the commuter rail station and easy transfers between transportation modes. These principals are reflected in the work program.

9.3.8 Parking Needs

Downtown parking was a noted concern of the public and downtown residents and merchants during the public involvement process of the plan. To help address these perceived concerns, the CTP pointed out several opportunities to improve parking in downtown, which included the following:

- North Hill Street is experiencing high traffic volumes including a significant percentage of truck traffic. As a result, backing out of the angled spaces can be difficult.
- Because supply appears sufficient, parking management techniques such as shorter and more widespread time limits and increased fines can be employed to increase turnover at prime parking locations.

- Lots can be inexpensively restriped to add additional spaces for compact vehicles.
- As part of station area planning for the proposed commuter rail station downtown, a five-level parking structure as recommended in the state’s environmental assessment can be constructed using a variety of funding sources. The parking operation in the structure can be managed to accommodate sufficient parking for commuters as well as visitors to downtown.

9.3.9 Public Transportation Needs

This proposed commuter rail service could be one of the most transforming elements in Griffin’s history. Commuter rail has the potential to change the transportation behaviors and, indeed, the demographics of the entire community. Accommodating these changes will mean changing the status quo for transportation decision making. Griffin will legitimately be a “transit community” and planning and funding should reflect this status.

Expanded transit service will also be needed to integrate the commuter rail fully into the community. Some sort of fixed time/fixed route service might be considered to support commuter rail. Before any such service is funded or implemented, considerable study of the feasibility of such an endeavor must be undertaken.

9.3.10 Aviation Needs

Another important element of the City’s transportation system is the airport. The Griffin-Spalding Airport, located at 1035 South Hill Street, provides airport and aviation services to meet the transportation needs of corporate and general aviation aircraft in the City. Quality economic growth, with a purpose, is a primary focus of this plan. The airport provides increased competitiveness, a benefit to the tax digest, jobs within the community and an improved community image. Public safety in and around the airport, however, is also a primary objective.

One option widely discussed for the future of the airport is a relocation of the facility. One of the hurdles that would have to be negotiated would be locating available airspace south of the city, which would likely be out of the County. Sufficient land would be required for a 6,000-foot runway. The new facility would require the installation of water, sewer, roads and stormwater. It would also require the construction of a runway, terminals, hangars, instrumentation etc. In addition, institutional approval of environmental issues, GDOT permitting and FAA funding would be required. Also, a better use for the existing airport property would have to be established. It is likely that these obstacles would be too substantial to surmount. Therefore, what form should the existing airport take in its current location?

9.4 Transportation Goals and Associated Implementation Program

This section contains transportation recommendations for the City of Griffin for the planning horizon period. It also contains recommendations with regard to policies that reflect Griffin’s values and goals as they relate to transportation issues.

The projects identified are the product of several comprehensive planning processes that included goals identification, visioning, and public workshops. Citizens, elected officials, community leaders and city staff provided input and guidance in the process. The goals of the community identified during this process suggest that a balanced approach to transportation improvements should be taken. The desires of the community with regard to improved access and accommodation of the single occupant vehicles that currently dominate, must be balanced against the vision of a downtown that is safe and accommodating on a pedestrian scale.

9.4.1 Transportation Goals

1. Provide safe and efficient vehicular access to and from the city.
2. Develop a network of pedestrian and bicycle trails that support the transportation, recreational, and economic development interests of the community.
3. Support the development of public transit in the form of both commuter rail and local van/bus service.
4. Support the development of one or more bypass routes to alleviate downtown truck traffic.
5. Provide safe and effective local access to aviation facilities in support of local economic development efforts, and reduce the negative impacts of the airport on surrounding residential uses.

9.4.2 Implementation Program

Goal #1: Provide safe and efficient vehicular access to and from the city.

Action Item	Responsible Party	Time Frame
Support the development of the capital improvements program outlined in the Comprehensive Transportation Plan (see Section 9.4.3)	Griffin Public Works Dept, GA DOT	On-going
Encourage new development to incorporate traffic calming measures and consider adding traffic calming requirements into the conditions of local rezoning decisions.	Griffin Planning & Zoning Dept, City Commission	On-going

Goal #2: Develop a network of pedestrian and bicycle trails that supports the transportation, recreational, and economic development interests of the community.

Action Item	Responsible Party	Time Frame
Create a Greenway Master Plan as part of a new Recreation Master Plan. The Greenway Master Plan should include recommendations on linking the open space in conservation subdivisions together. It should also look at ways to permanently preserve wetlands and floodplains.	Griffin Public Works Dept and Spalding County Parks & Recreation Dept.	2006-2007

Goal #3: Support the development of public transit in the form of both commuter rail and local van/bus service.

Action Item	Responsible Party	Time Frame
Support the extension of commuter rail to Griffin.	City Commission, GA Rail Passenger Authority	On-going
Undertake a transit feasibility study	City Public Works Dept., McIntosh Trail RDC	2006-2008

Goal #4: Support the development of one or more bypass routes to alleviate downtown truck traffic.

Action Item	Responsible Party	Time Frame
Undertake a by-pass feasibility study	Griffin Public Works Dept, GA DOT, City Commission, Spalding County BOC	2004-2006

Goal #5: Provide safe and effective local access to aviation facilities in support of local economic development efforts, and reduce the negative impacts of the airport on surrounding residential uses.

Action Item	Responsible Party	Time Frame
If it is determined that it is in the best interest of the community for the airport to remain at its current location, the size of planes should be regulated, and a study should be conducted regarding the feasibility of shortening the runway and all applicable safety measures should be implemented.	City Commission, Spalding County BOC, Airport Authority	Contingent

9.4.3 Capital Improvement Program

Figure 9-4 presents a comprehensive summary of the recommended implementation program for projects identified in the *Griffin Comprehensive Transportation Plan (CTP)*, prepared by Day Wilburn Associates, October 2002. The following text and tables are from the CTP, pages 1-5 to 1-7. Each project has an estimated cost and most likely funding source. The capital improvement projects are divided into three categories: short range, intermediate range and long range.

The Capital Improvement Program lists improvements needed to address current and future deficiencies and identifies studies needed to anticipate problems and potentially requiring more detailed analysis. The program, coupled with implementation of projects and future studies, will ensure the citizens of Griffin and its immediate vicinity a transportation system that will meet their needs for the next two decades.

The program provides a recommended implementation period for each project and cost estimates. The implementation period is recommended based on severity of need and cost estimate. A large number of smaller projects can be accomplished in the short term without significant capital outlay. Projects requiring considerable funding are scheduled for later implementation to allow time for proper financial planning.

**Figure 9-4
Capital Improvement Program**

Short-term Projects	Estimated Costs	Funding Source
Traffic signal upgrades to meet MUTCD standards Twelve intersections (Design) Twelve intersections (Construction)	\$60,000 \$900,000	GDOT-traffic ops GDOT-traffic ops
Traffic signal upgrades to meet coordination needs/ communication design Four intersections (Design)	\$30,000	GDOT-traffic ops
Traffic signal upgrades for pedestrian needs Nine intersections (Design)	\$27,000	GDOT-traffic ops
Traffic signal upgrades for miscellaneous improvements Eleven intersections (Design)	\$55,000	
Minor intersection improvements (6) Hill at Central Hill at Ella College at Morningside College at Collins Hill at Lincoln Experiment at School	\$38,000	Local/private
Major intersection improvements (3) Solomon/Searcy/Spalding Sixth at Central US 19/41 at Ridgewood	\$800,000 \$100,000 \$125,000	GDOT State Aid GDOT State Aid GDOT-STP
Bypass Feasibility Study	\$45,000	GDOT-STP
Parking assessment	\$20,000	Local/private
Pedestrian/bicycle action plan	\$22,500	Local/private
Short-term estimated costs	\$7,222,500	

Figure 9-4 (cont'd.)

Capital Improvement Program

Intermediate-term Projects	Estimated Costs	Funding Source
Traffic signal upgrades to meet coordination needs/ communication design Four intersections (Construction)	\$400,000	GDOT-traffic ops
Traffic signal coordination Timing in the downtown area 20 intersections (Development and Installation)	\$70,000	GDOT-traffic ops
Traffic signal upgrades for pedestrian improvements Nine intersections (Construction)	\$135,000	GDOT-traffic ops
Intersection improvements (11) Everee Inn at Cain Hill at Broadway College/Hamilton/Kincaid College at Meriwether Poplar/Meriwether/New Orleans/Tenth Experiment at Broad Experiment/13th/Ray Experiment/14th Experiment/Elm Atlanta at Experiment/McIntosh Broad at 9 th	\$200,000 \$200,000 \$125,000 \$150,000 \$400,000 \$700,000 \$350,000 \$550,000 \$300,000 \$500,000 \$750,000	Local/private Local/private Local/private Local/private Local/private GDOT State aid Local/private GDOT State aid Local/private GDOT State aid GDOT State aid
Widening Hill Street Meriwether Street	\$2,900,000 \$2,600,000	GDOT-STP GDOT-STP
Bypass Design Right of way acquisition	\$2,000,000 \$5,000,000	GDOT-STP GDOT-STP
Intermediate-term Estimated Costs	\$17,330,000	

Long-term Projects	Estimated Costs	Funding Source
Traffic Signal Upgrades for miscellaneous improvements 11 intersections Construction	\$825,000	GDOT-traffic ops
Intersection improvements (10) Meriwether/Hammond/College/Everee Inn Hill at Sixth Cain at Uniform Maddox at Etheridge Mill Poplar at Hammond SR 16 at Wilson College at Sixth Broadway at Central Hill at Northside Broadway at Searcy	\$1,200,000 \$500,000 \$100,000 \$500,000 \$500,000 \$125,000 \$200,000 \$150,000 \$500,000 \$100,000	GDOT State aid Local/private Local/private Local/private Local/private GDOT-STP Local/private Local/private Local/private Local/private
Bypass Construction	\$20,000,000	GDOT-STP
Long-term Total Estimated Costs	\$24,700,000	