



Existing Conditions: Transportation

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Vehicular Systems

The study area's vehicular system is characterized by a minimal, but interconnected network that accommodates high-volume vehicular traffic. The system serves dual purposes: local traffic and for regional through-trips.

Strengths

- There is a strong arterial network anchored by I-75.
- Interchanges at Hudson Bridge Road, Jodeco Road, and Jonesboro Road provide access.
- Patrick Henry Parkway offers north-south access on the eastern side of I-75.

Weaknesses

- Crashes are a problem at certain intersections.



Eagles Landing Parkway today

- The lack of north-south routes result in local traffic traveling on I-75.

Major Roadway Classification

Facility	Number of Through Lanes	Posted Speed	2008 AADT	Signalized Intersections
Interstate 75/SR 401	6	65	136,800 (S. of Jodeco) 137,300 (N. of Jodeco)	n/a
Hudson Bridge Road	6 (at Bridge) 2 (Through)	45	12,200	• I-75 SB Ramp • Wal-Mart Driveway
Eagles Landing Parkway	6 (at Bridge) 2 (Through)	45	20,500	• I-75 NB Ramp • Rock Quarry/Patrick Henry Parkway • Eagles Pointe Parkway/Hospital Drive
Jodeco Road	2	45	14,300 (east of I-75)	• I-75 NB Ramp • I-75 SB Ramp • Patrick Henry Parkway • Tunis Drive
Jonesboro Road/ SR 920	4 (at Bridge) 2 (Through)	45	15,500 (west of I-75)	• Chambers Road • Driveway • Mill Road • I-75 NB Ramp • I-75 SB Ramp • Foster Drive
Patrick Henry Parkway	2	45	Unknown	• Eagles Landing Parkway • Jodeco Road
Chambers Road	2	35	Unknown	• Jonesboro Road
Mt. Olive Road	2	25	Unknown	None

- No local route provides connectivity between the northern and southern ends of the study area.
- The lack of a network forces all traffic onto arterials.
- I-75 is heavily congested.
- The lack of non-interchange bridges over I-75 forces local traffic to mix with interstate-using traffic.
- Because the bridges at Hudson Bridge Road/ Eagles Landing Parkway and Jonesboro Road have been widened but the roads have not, bottlenecks occur.
- The intersection of Patrick Henry Parkway and Eagles Landing Parkway is confusing to many.
- Unsignalized intersections at Jonesboro Road at Mount Olive Road and Patrick Henry Parkway at Country Club Drive are perceived as unsafe.

Opportunities

- Bottlenecks will end once the roads are widened.
- New north-south routes could improve connectivity.
- Development could enhance the local network, reducing traffic on existing arterials.
- Intersection improvements may be able to improve operations without major road widening.
- Pedestrian-friendly land uses and facilities could create alternatives to driving and reduce traffic.
- A non-exit crossing of I-75 between exits 222 and 224 could allow local traffic to avoid I-75 traffic.

Threats

- Development without an increase in the roadway network could increase congestion.

Transit

Transit services in the county include Henry County Transit for demand-response and GRTA Xpress commuter buses, although no fixed transit operates in the study area. Fortunately, GRTA is constructing a Jodeco Road park and ride lot expansion to replace an existing GDOT lot; it will serve two new commuter routes.

Strengths

- Existing GRTA bus service.
- Planned upgrades to the existing GRTA Xpress lot will improve transit conditions.

Weaknesses

- There is no local transit service in the area.
- Land use patterns are not transit friendly.

Opportunities

- Planned upgrades to the park and ride lot on Patrick Henry Parkway will improve transit conditions.
- Land uses could support future transit use.

Prepared by Tunnell-Spangler-Walsh & Associates
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Walking is most desirable when sidewalks are comfortable and abut pedestrian-friendly buildings

- Transit-oriented development may be possible around the Patrick Henry Parkway park and ride lot.
- Future increased gas prices could generate greater support for transit.

Threats

- Lack of funding for transit could limit its growth.

Pedestrian & Bicycle Facilities

Pedestrian and bicycle facilities are key parts of a balanced transportation system. When properly planned in conjunction with supportive land uses and buildings, walking and bicycling can slightly reduce traffic, but, more importantly, create a safer, healthier, more pleasant place to visit and live. However, most study area roads lack sidewalks and bicycle facilities.

Strengths

- Sidewalks are required with new development.
- Bike lanes exist on parts of Patrick Henry Parkway and Hudson Bridge Road.
- Multi-use paths exist in nearby Stockbridge.

Weaknesses

- There is no cohesive sidewalk or bicycle network.
- Land uses are pedestrian and bicycle hostile.
- Sidewalks are minimum and do not create an ideal walker-friendly environment.

Opportunities

- Creeks and flood zones may be possible paths.
- Code revisions could support bicycling and walking by requiring new facilities and supportive uses.

Threats

- Traffic growth could degrade conditions for bicycling and walking if new facilities are not provided.
- If street trees are provided in the future, maintenance could be challenge if not considered early.