



## Appendix

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# Appendix A

## Travel Demand Model Development

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## 1. Introduction

The Georgia Department of Transportation (GDOT), in conjunction with Carroll County, is developing a Long Range Transportation Plan (LRTP) to serve the County through the planning horizon year of 2040. Since there is no travel demand model at the county level for Carroll County, a travel demand model was developed as part of this planning process to represent the transportation network of the study area and to assist with analysis of future operating conditions. This technical memorandum documents the model calibration and capacity adjustment process.

The primary objectives of the Carroll County Travel Demand Model are to:

- Replicate current travel demands and operating condition;
- Forecast the travel demands in the 2020, 2030 interim years and 2040 horizon year; and,
- Utilize GIS and travel demand modeling merging capabilities to simplify and automate application procedures and produce easy to understand graphic results.

As indicated in the "Travel Demand Model TAZ and Network Development Technical Memo", prepared in January 2013, the development of the travel demand model for Carroll County was performed in TP+/CUBE software, and is consistent in function and operation with the family of models currently maintained by the Georgia Department of Transportation (GDOT) Office of Planning. The model was developed using the *GDOT General Summary of Travel Demand Model Development Procedures for Consultants, MPOs and Modelers* ("GDOT Procedures") that was prepared in December 2012.

In developing the model, it is critical to ensure that the existing model replicates current conditions. The following technical memorandum summarizes the base year (2010) model calibration. It also describes the methodology used to adjust current capacity definitions in the model, based on local land use and transportation characteristics as well as the understanding of the current roadway operations.

## 2. Base Year Calibration

Calibration efforts were measured by a variety of statistics, including system-wide vehicle miles of travel (VMT), VMT by functional class, system-wide root mean square error (RMSE), RMSE by volume group, system-wide percent deviation of traffic, percent deviation of traffic by functional class, percent deviation of traffic by screenline, and system-wide coefficient of determination. All these statistics were generated by comparing model estimated traffic volumes, average trip lengths, and vehicle miles of travel with observed values.

### Link Volume Percent Deviation

The Percent Deviation method is based on the guidelines provided in *Calibration and Adjustment of System Planning Models*, FHWA-ED-90-015. This method is used to calibrate a model for system-wide studies. It is based on the expectation that the travel demand model should accurately predict the number of through-lanes required to provide a specified level of



service for a given facility. Traffic assignment deviation should not result in a design deviation of more than one highway travel lane. Therefore, the expected accuracy of the model increases as the average annual daily traffic (AADT) on a facility increases. The percent deviation is calculated as follows:

$$\text{Percent Deviation} = [(\text{Base Year Assignment} - \text{Base Year Count})/\text{Base Year Count}] * 100$$

Figure A-1 on the next page shows the deviation between the 2010 base year volumes assigned by the model and 2010 observed traffic counts for the study area. Maximum desired deviation range is represented by the red and green sloping curves in Figure A-1. In the Carroll County model, the following equation provided by GDOT was used to estimate the Maximum Desirable Deviation for individual links:

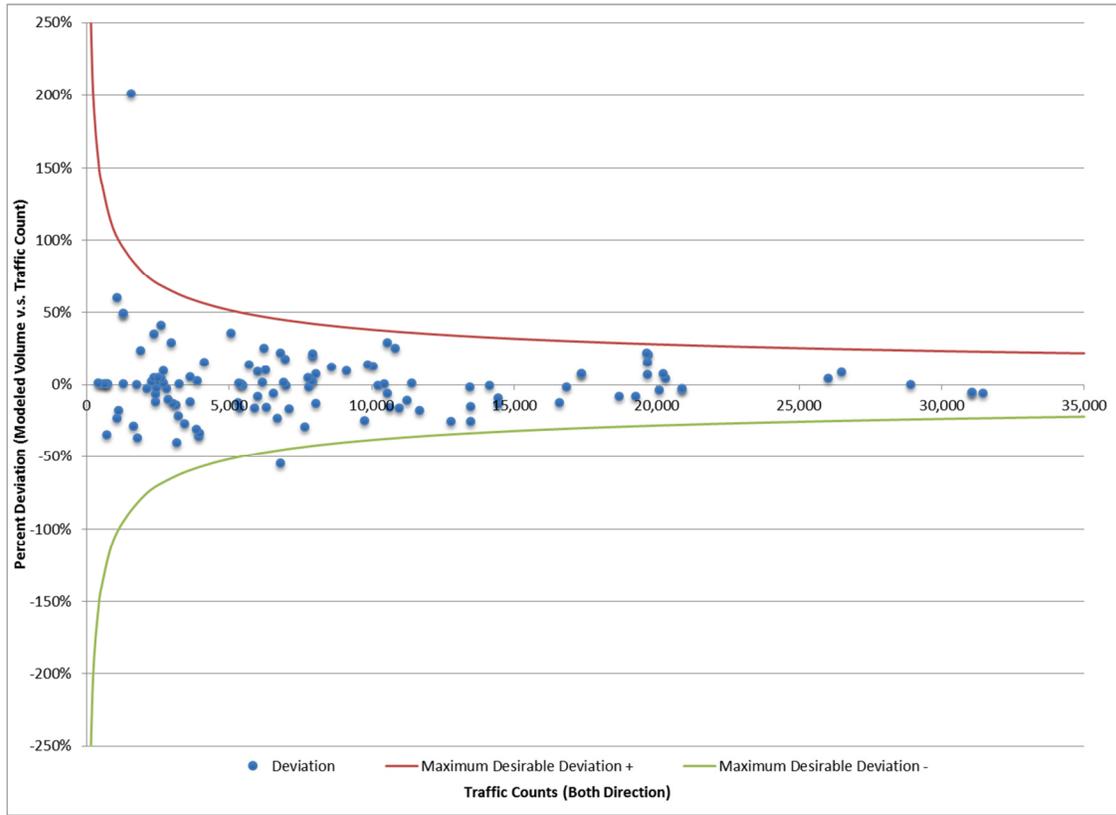
$$\text{Maximum Desirable \% Deviation}_{links} = 38.262 * \left( \frac{AADT_{Two-Way}}{10000} \right)^{-0.4361}$$

Figure A-1 indicates that most of the link-level model deviation points are concentrated between maximum desirable deviation positive line and maximum desirable deviation negative line. The following conclusions can be drawn from the graph:

- Nearly all of the model highway links were assigned volumes which were in reasonable agreement with traffic counts;
- Observed traffic counts for most of the highway links were under 20,000 per day; and,
- There are a few links whose deviation points are located slightly beyond the maximum desirable curve.



Figure A-1: Traffic Assignment Observed Deviation vs. Maximum Desirable Deviation



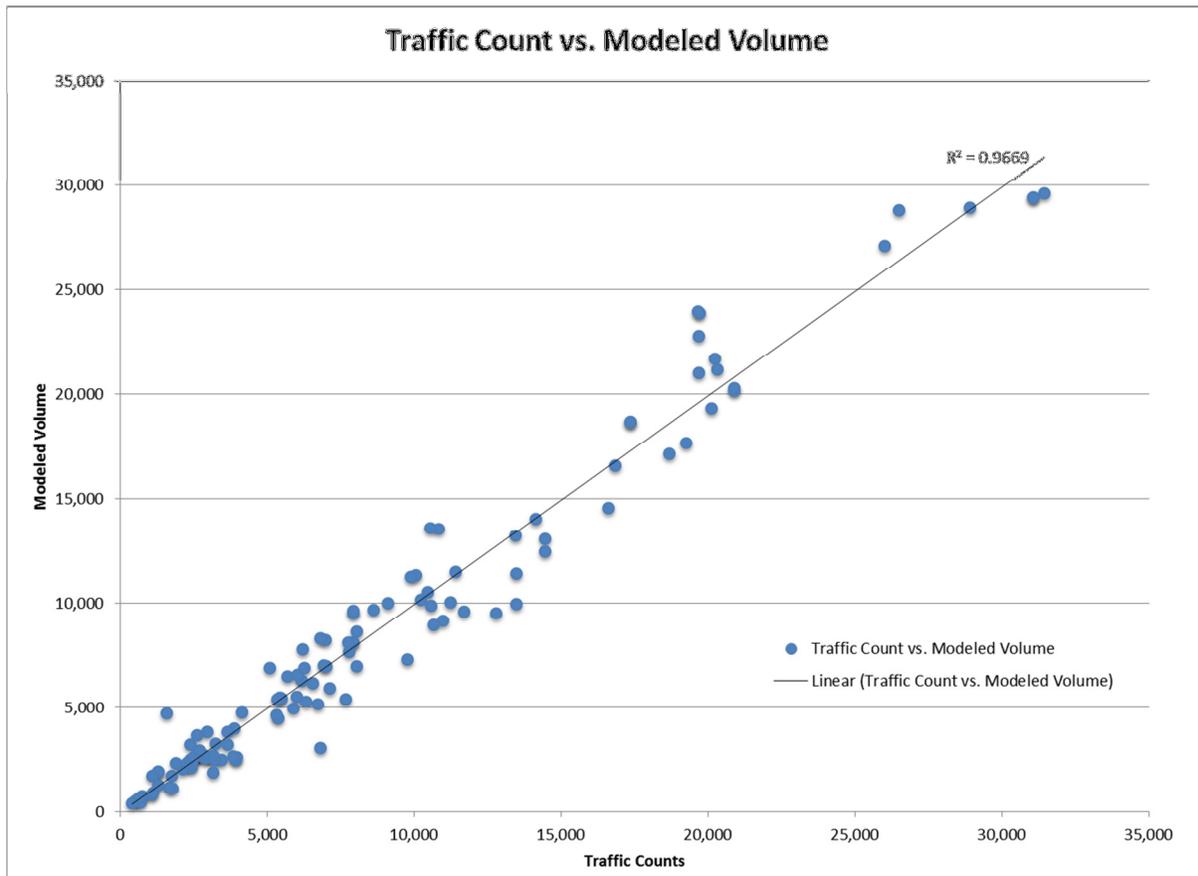
### R-Square / Scatter Plot

The coefficient of determination ( $R^2$ ) represents the proportion of variability in values of the dependent variable (traffic volume) that is explained by the model. It helps in understanding the model's predictive power. The Carroll County model achieves a system-wide  $R^2$  equal to 0.9669, which is greater than the model validation target ( $R^2 = 0.88$ ) required by the Federal model validation guideline (*Model Validation and Reasonableness Checking Manual*, FHWA, Sept, 2010).

A scatter plot of modeled volumes versus traffic counts, as shown in Figure A-2 on the next page, helps identify outliers. As indicated in the figure, nearly all modeled volumes are within +/- 3,000 of the corresponding traffic counts.



Figure A-2: Scatter Plot of Modeled Volume versus Traffic Counts



### Percent Root Mean Square Error

Percent Root Mean Square Error (%RMSE) is a measure of the average deviation between the actual traffic counts and the base year assigned model volumes. It is another indicator to illustrate how closely the model volumes match the traffic counts.

The %RMSE is calculated as follows:

$$\%RMSE = \frac{\sqrt{\frac{\sum_i (V_i - C_i)^2}{(N-1)}}}{\frac{\sum_i C_i}{N}} \times 100$$

where,

- $V_i$  = model volume at link  $i$ ;
- $C_i$  = traffic count at link  $i$ ; and
- $N$  = number of count stations.



The Carroll County model achieved an overall RMSE of 16%, which is lower than the GDOT target of 35%. Low RMSEs were also observed for links by volume groups, as shown in Table A-1 below.

**Table A-1: Carroll County Percent Root Mean Square Error (RMSE%) Statistics**

AADT Volume Group	Carroll County Model	GDOT Target Range
0 – 5000	31%	< 100%
5,001 – 10,000	18%	< 75%
10,001 – 15,000	17%	< 50%
> 15,000	9%	< 30%

**Vehicle Miles of Travel (VMT)**

Comparing the assigned VMT to the observed VMT provides another method of the reasonableness check for the assignment. Assigned VMT is simply the product of the link volume and the link distance, summed over the desired facility type. The observed VMT is a product of a comprehensive traffic count program.

Table A-2 shows VMT statistics aggregated by functional classification for both modeled VMT and actual VMT for Carroll County in 2010. The 2010 observed VMT values were obtained from GDOT’s Report 445 for 2010. As shown in the Table A-2 below, the modeled VMT values as well as the modeled VMT distribution values are very close to the observed values in Carroll County.

**Table A-2: Carroll County Model VMT by Functional Classification**

Function Classification	VMT (in thousands)		VMT Distribution (% of Total)	
	Observed	Model	Observed	Modeled
Interstate	642	723	24%	26%
Principal Arterial	693	658	26%	23%
Minor Arterial	842	959	31%	34%
Collectors	516	490	19%	17%
<b>Total</b>	<b>2693</b>	<b>2831</b>	<b>100%</b>	<b>100%</b>

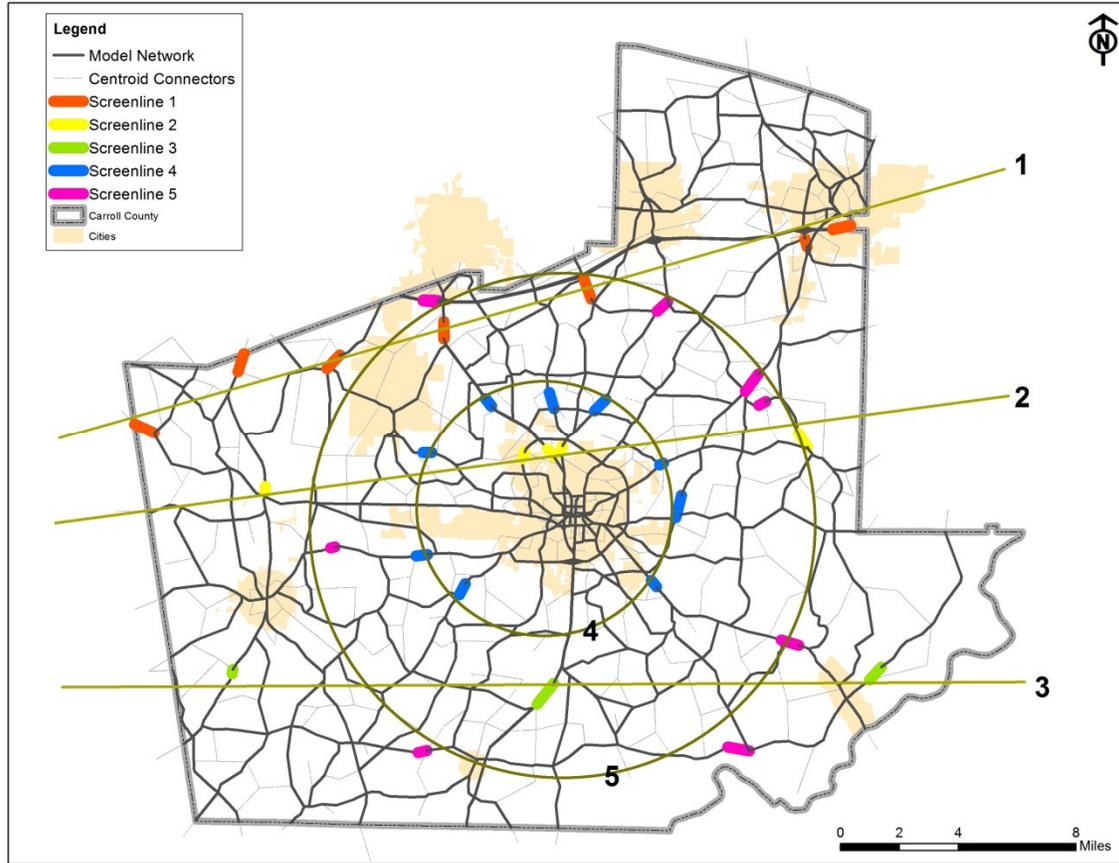
*\*Observed values were obtained from GDOT report 445.*

**Screenline Analysis**

Screenline analysis was performed as another indicator to assess model reasonableness. Five screenlines were established to intercept major traffic flows in the Carroll County area. Assigned volumes in the 2010 base year model were compared with the 2010 traffic counts at each screenline crossing. The maximum desirable deviation for screenlines used for model calibration was from NCHRP Report 255. Figure A-3 on the next page illustrates screenlines used in the calibration of base year model.



Figure A-3: Screenlines



The screenline analysis results are shown in Table A-3 below. It is clear that the observed percent deviations agree with the maximum desired values for all screenlines.

Table A-3: Carroll County Screenline Analysis

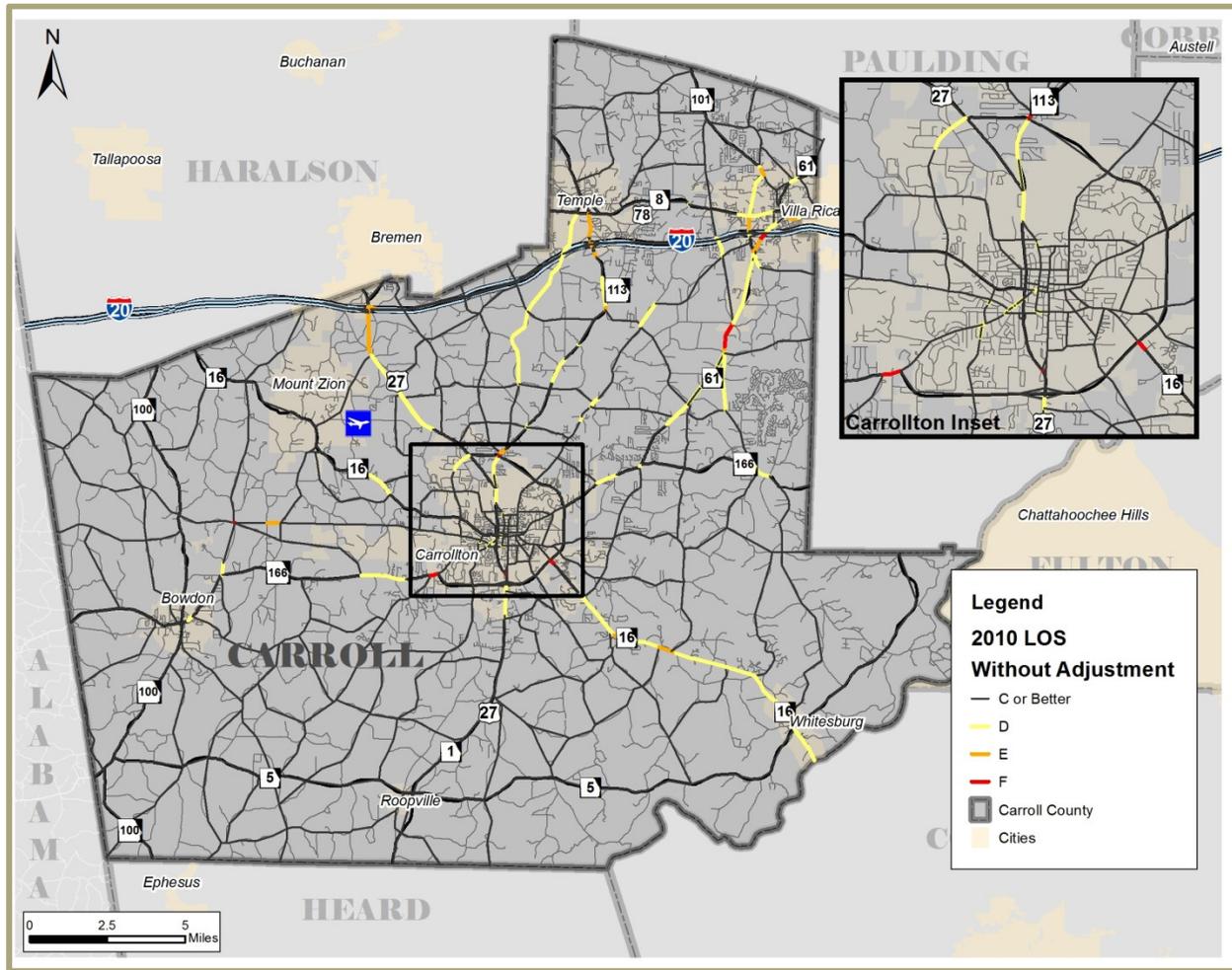
Screenlines	Total Counts	Total Model Volume	% Deviation	Max. Desirable % Deviation
1	135,770	139,850	3%	22%
2	70,420	73,019	4%	28%
3	23,420	24,370	4%	43%
4	159,326	156,901	-2%	21%
5	140,290	142,374	1%	22%
<b>Grand Total</b>	<b>529,226</b>	<b>536,514</b>	<b>1%</b>	<b>13%</b>



### 3. Results

Once the model calibration was completed, a model run was performed to determine operational characteristics, including the Level of Service (LOS). Figure A-4 illustrates the existing (2010) LOS based on the calibrated model developed according to *GDOT General Summary of Travel Demand Model Development Procedures for Consultants, MPOs and Modelers* ("GDOT Procedures") that was prepared in December 2012.

Figure A-4: Existing (2010) LOS Without Adjustment



In assessing the results of the existing year model run, it was determined that the resulting LOS was not replicating real world conditions. As shown in Figure A-4 above, the initial model runs for the existing transportation network indicate large portions of SR 16, SR 27, SR 61, SR 166 and other roads operating at LOS D or worse. Field review of the area and input from stakeholders, however, show acceptable operations at these locations, even at peak periods.

Further analysis demonstrated that the discrepancies with LOS were likely due to the capacity being used by the model. The capacity definitions currently used for the model are based on GDOT's model guidelines, which are typically applied in rural areas of the state. The Atlanta Regional Commission maintains the travel demand model for the 20-County Atlanta



metropolitan region, to which Carroll County belongs. Table A-4 below illustrates the capacity per hour per lane by facility’s functional classification and by area type, as defined within the ARC regional travel demand model and as provided in GDOT’s model guidelines.

*Table A-4: GDOT and ARC Model Major Roadway Capacity (per hour per lane)*

Facility Type	Area Type													
	1		2		3		4		5		6		7	
	GDOT	ARC	GDOT	ARC	GDOT	ARC	GDOT	ARC	GDOT	ARC	GDOT	ARC	GDOT	ARC
11 Principal Arterial Class I	1000	1000	1030	1050	1050	1100	1080	1150	1100	1200	1080	1250	1060	1350
12 Principal Arterial Class II	900	900	900	900	900	950	900	1000	900	1000	880	1050	860	1100
13 Minor Arterial - Class I	800	800	810	800	810	850	820	900	820	900	810	950	790	1000
14 Minor Arterial - Class II	630	650	630	700	640	750	640	750	640	800	630	850	610	900
21 Major Collector	520	550	530	600	540	600	550	650	560	650	550	700	540	700
22 Minor Collector	380	400	390	400	390	450	400	450	400	500	390	550	380	600
30 Local Roads	340	400	350	400	360	400	370	400	380	500	370	550	360	600

It is recommended that the capacity from GDOT’s guidelines for rural areas, be adjusted to reflect the more urban nature of Carroll County. Table A-5 below illustrates the recommended adjustment factors by facility’s functional classification and by area type to be applied to the capacity within the Carroll County model.

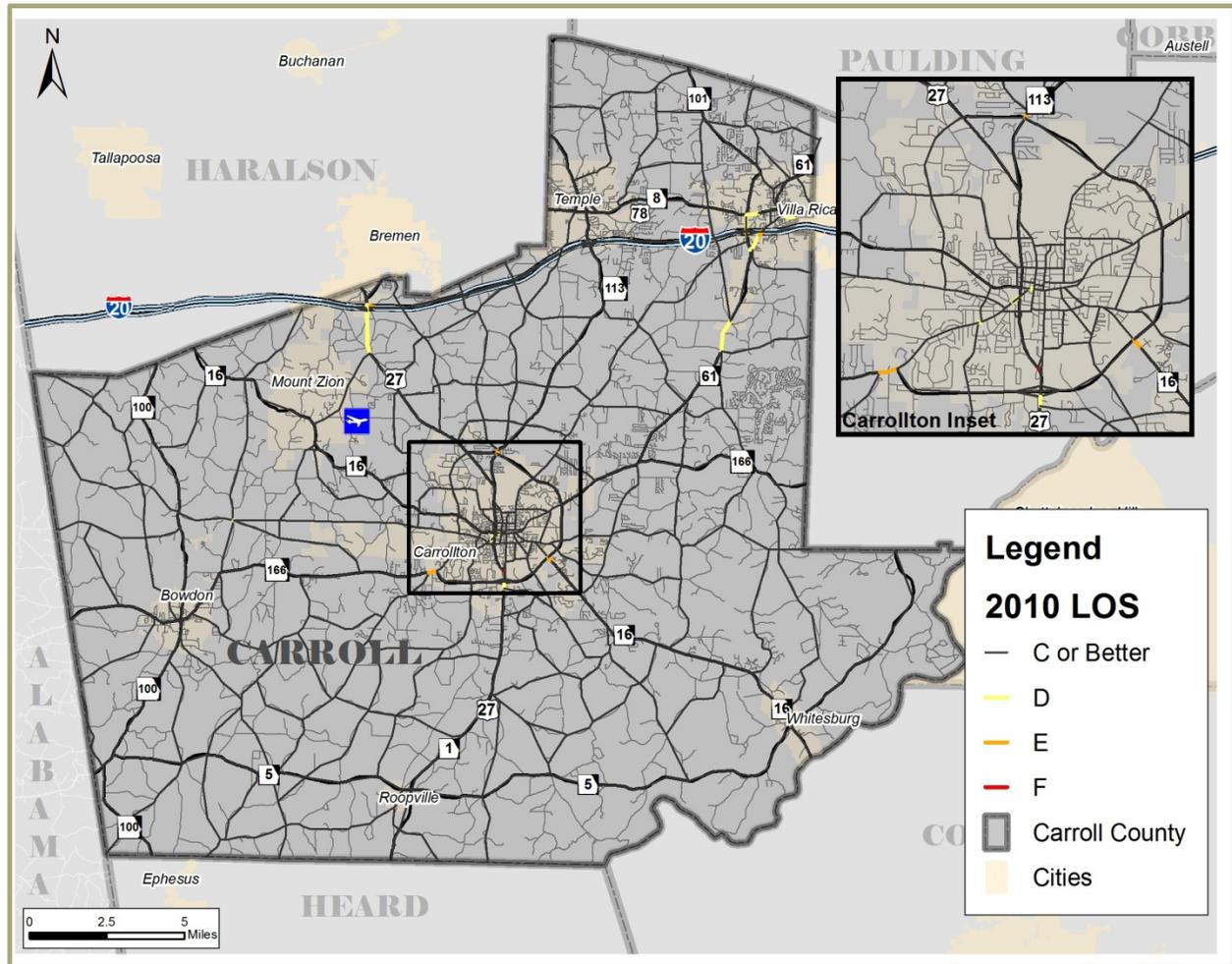
*Table A-5: Recommended Capacity Adjustment Factor*

Facility Type	Area Type						
	1	2	3	4	5	6	7
11 Principal Arterial Class I	1	1	1.05	1.05	1.1	1.15	1.3
12 Principal Arterial Class II	1	1	1.05	1.1	1.15	1.2	1.3
13 Minor Arterial - Class I	1	1	1.05	1.1	1.15	1.2	1.3
14 Minor Arterial - Class II	1.05	1.1	1.15	1.2	1.25	1.35	1.5
21 Major Collector	1.05	1.1	1.1	1.15	1.2	1.25	1.3
22 Minor Collector	1.05	1.05	1.15	1.15	1.25	1.4	1.55
30 Local Roads	1.05	1.05	1.15	1.15	1.25	1.4	1.55

The LOS resulting from this capacity adjustment, shown in Figure A-5 on the next page, better replicates the current operating conditions in Carroll County. This map indicates that most roadways within the county will operate at LOS C or better, with the exception of a few segments which access I-20 (including SR 61, US 27 and SR 113). The recommended capacity adjustments used for existing model run will be applied to future model runs to assess the future operating conditions.



Figure A-5: Existing (2010) LOS Based on Adjusted Capacity





## Appendix B Stakeholder Meetings

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# Carroll County Long Range Transportation Plan

Stakeholder Meeting #1  
March 12, 2013



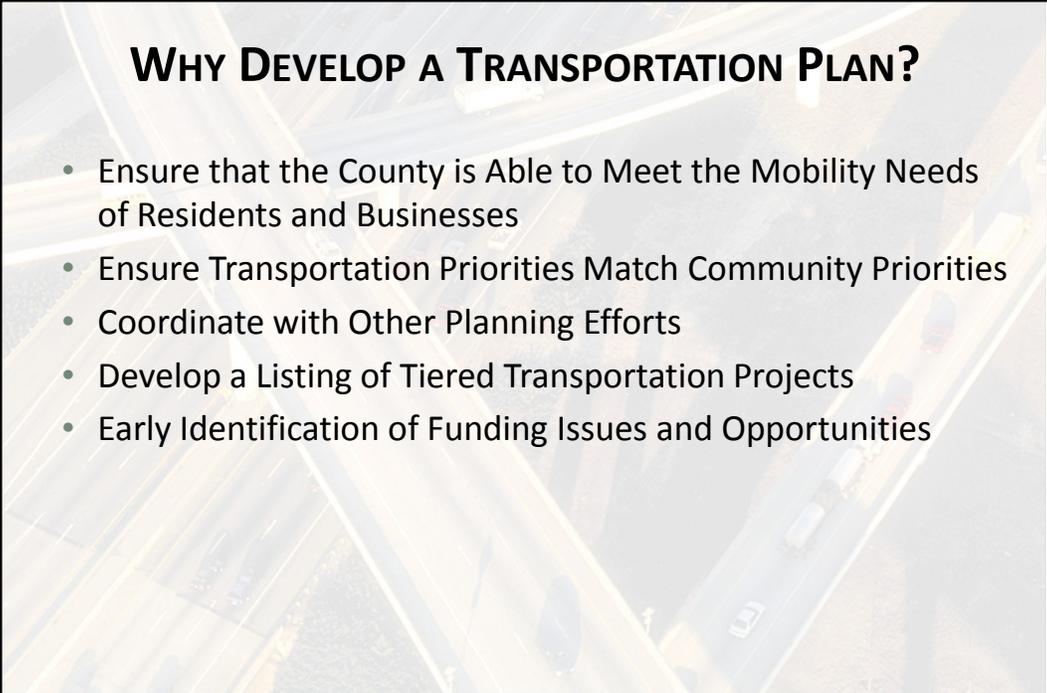
## AGENDA

- Project Purpose and Overview
- Study Goals and Objectives
- Schedule
- Data Collection
- Existing Conditions
- Stakeholder Input
- Next Steps





## Project Purpose and Overview



## WHY DEVELOP A TRANSPORTATION PLAN?

- Ensure that the County is Able to Meet the Mobility Needs of Residents and Businesses
- Ensure Transportation Priorities Match Community Priorities
- Coordinate with Other Planning Efforts
- Develop a Listing of Tiered Transportation Projects
- Early Identification of Funding Issues and Opportunities

## STAKEHOLDER ADVISORY GROUP

- Members Include
  - Municipalities
  - Chamber of Commerce
  - Planning Agencies
  - Business Leaders
- Purpose
  - Refine study goals and objectives
  - Provide input at key study milestones



## OUTREACH

- Stakeholder Advisory Group
- Public Survey
- Website ([www.dot.ga.gov/carrollcountystudy](http://www.dot.ga.gov/carrollcountystudy) )



# PROCESS AND SCHEDULE

	Fall '12	Winter '12/13	Spring '13	Summer '13	Fall '13
Stakeholder Coordination		★ Advisory Group Meeting #1			★ Advisory Group Meeting #2
Existing Conditions	[Blue bar]				
Public Survey	[Blue bar]				
Future Conditions			[Blue bar]		
Recommendations			[Blue bar]		
Final Documentation				[Blue bar]	



# Study Goals and Objectives



## WHAT ARE YOUR TRANSPORTATION PLAN GOALS?

### *Carroll County LRTP (2004)*

- Improve **safety, environment, and quality of life**
- Increase **accessibility** and **mobility** of people and goods
- Support the attainment of **air quality** in conjunction with neighboring counties
- **Integrate land use decisions with transportation** analysis and planning.

### *Carroll County Comprehensive Plan (2008)*

- Provide a **convenient and cost effective transportation system** that emphasizes **connectivity, safety, choices of modes** and **harmony between transportation modes and land uses**.



## WHAT ARE YOUR TRANSPORTATION PLAN GOALS?

### *Governor's Strategic Goals (2012)*

- **Mobile:** Improving the movement of people and goods across and within the state, expanding GA's role as a major logistics hub, and leveraging public-private partnerships
- **Growing:** Creating jobs and growing businesses;
- **Healthy:** Accessible care and active lifestyles; and
- **Safe:** Protecting the public's safety and security by reducing injury and loss of life on Georgia's roads.

### *Moving Ahead for Progress in the 21st Century, MAP-21 (2012)*

- Safety;
- Infrastructure condition;
- Congestion reduction;
- System reliability;
- Freight movement and economic vitality;
- Environmental sustainability; and
- Reduced project delivery delays.



# WHAT ARE YOUR TRANSPORTATION PLAN GOALS?

Draft Study Goals	Local	State	National
Improve safety, accessibility and mobility options for people and goods movement	✓	✓	✓
Promote and protect quality of life by integrating local planned growth, land use patterns and economic development patterns with transportation analysis and planning.	✓	✓	
Emphasize the efficient, operation, and preservation of the existing transportation system while promoting environmental sustainability.	✓	✓	✓
Accommodate users without access to automobiles and promote health and quality of life by providing a range of mobility options	✓	✓	

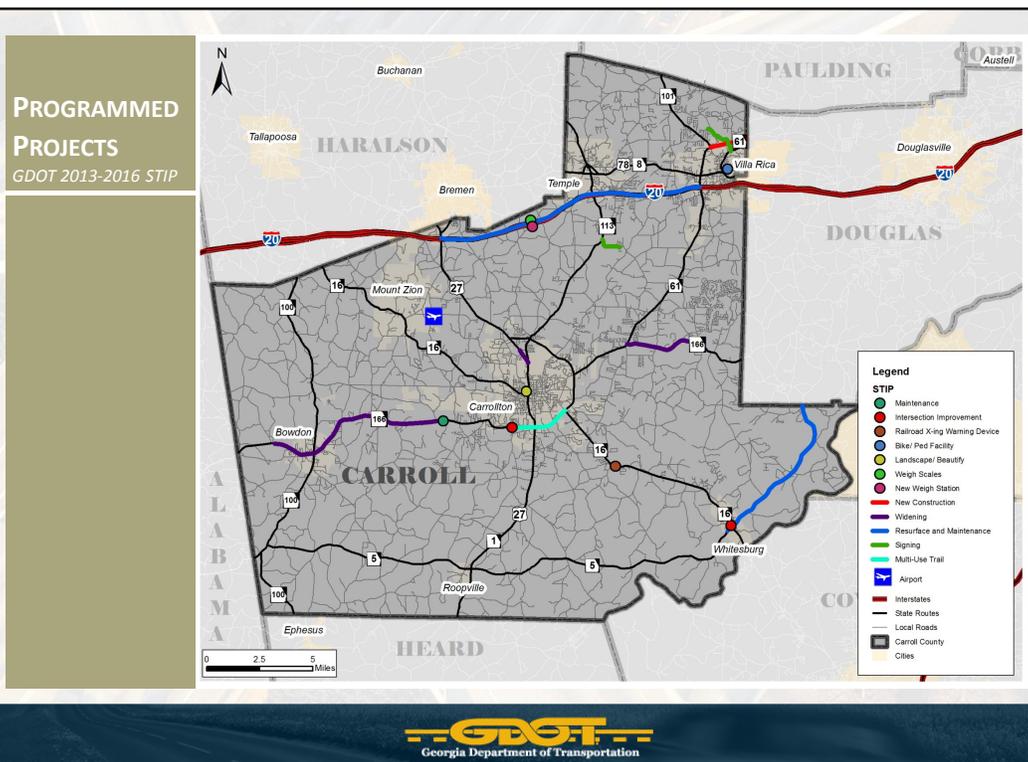


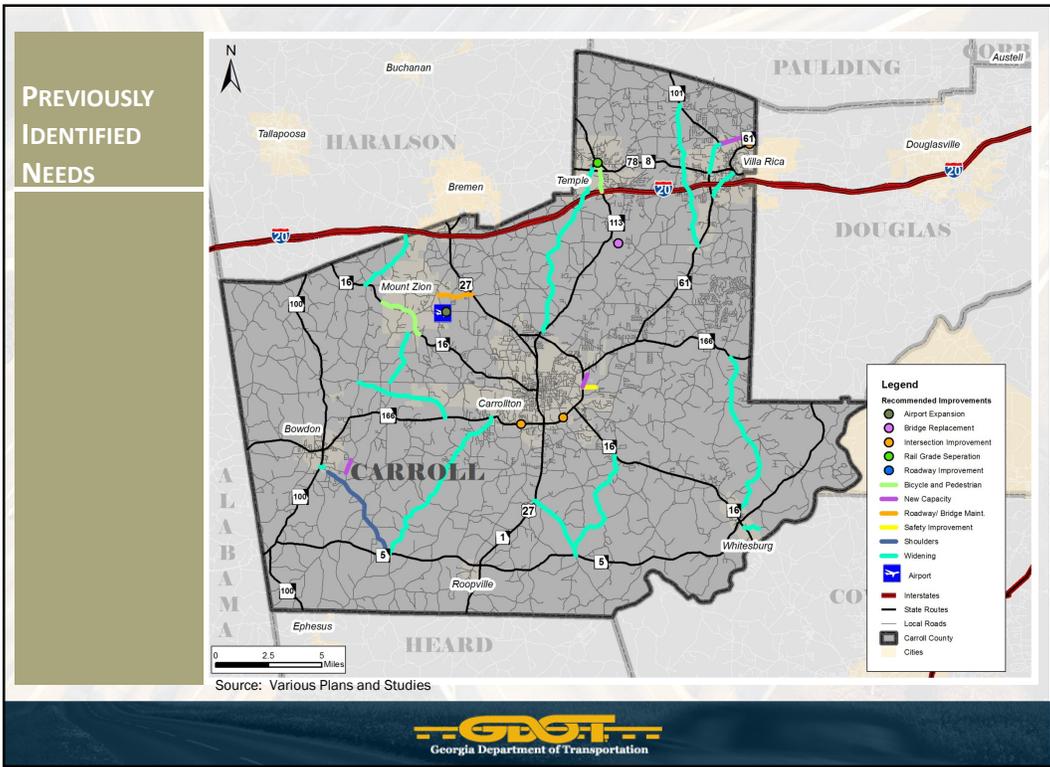
## Data Collection Overview

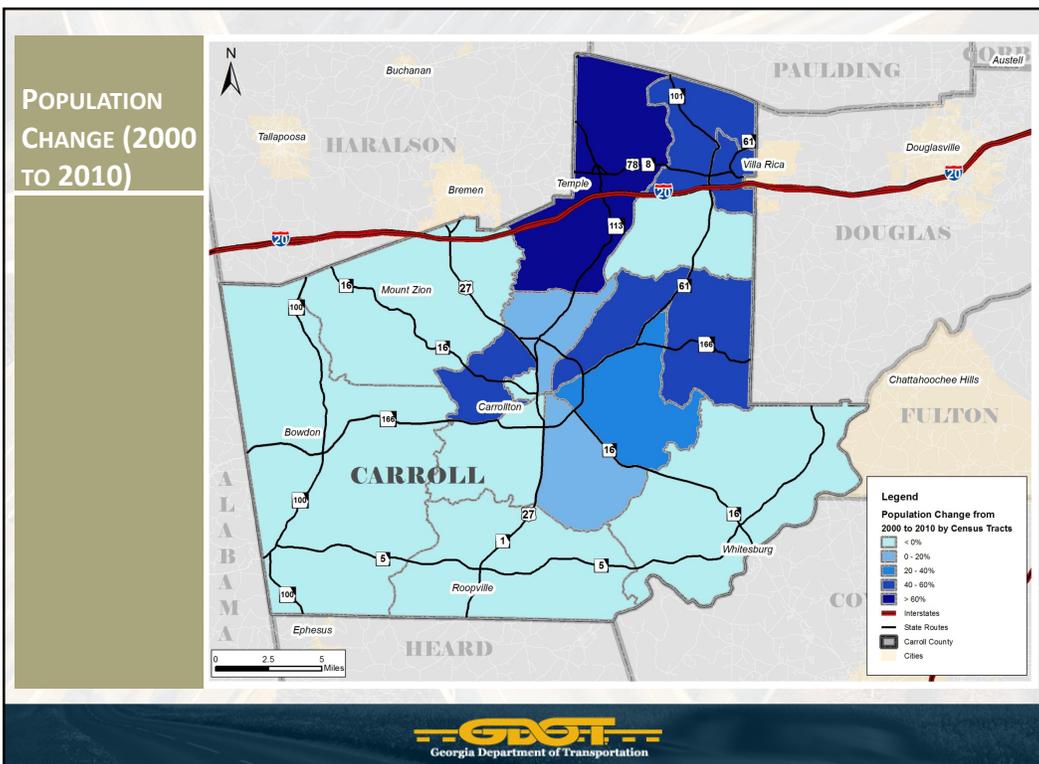
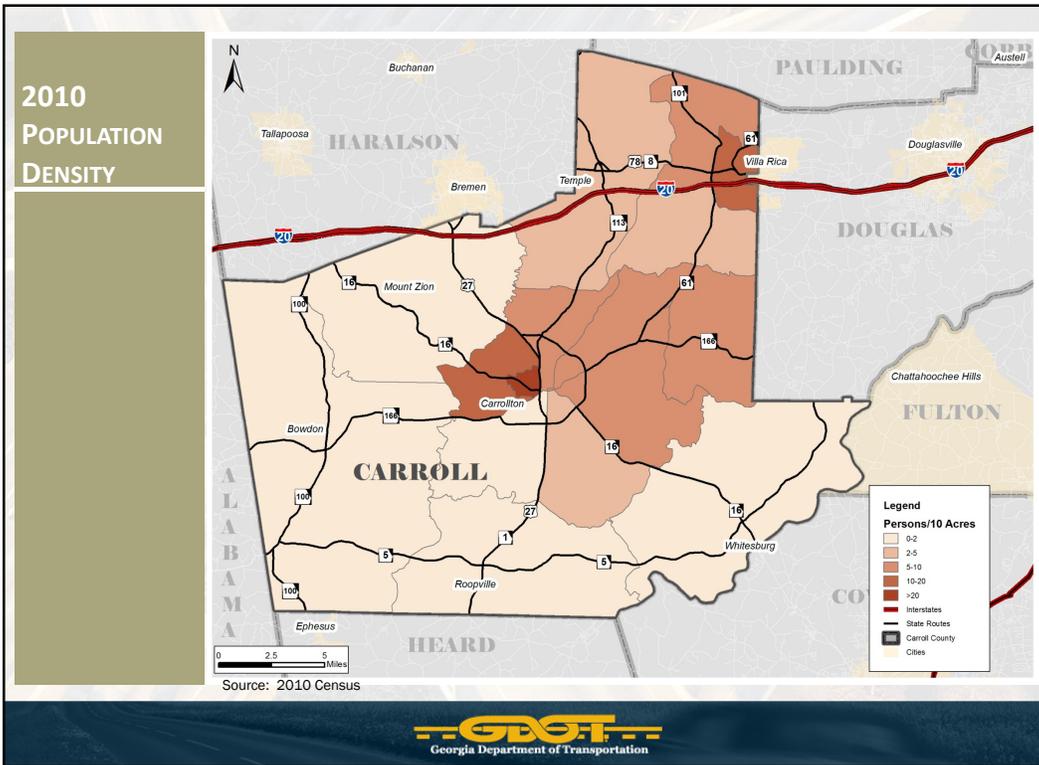


## DATA COLLECTION OVERVIEW

- Background Information and Studies
  - Transportation and Land Use Planning Documents
- Multi-Modal (Transit, Bicycle, Pedestrian, Aviation)
- Crash History
- Bridge Inventory
- Rail and Freight Movement
- Data to Support Travel Demand Model
  - Transportation Network
  - Population/Employment Data
  - Land Use Data

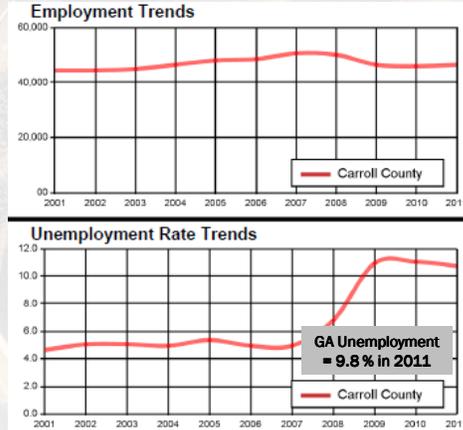




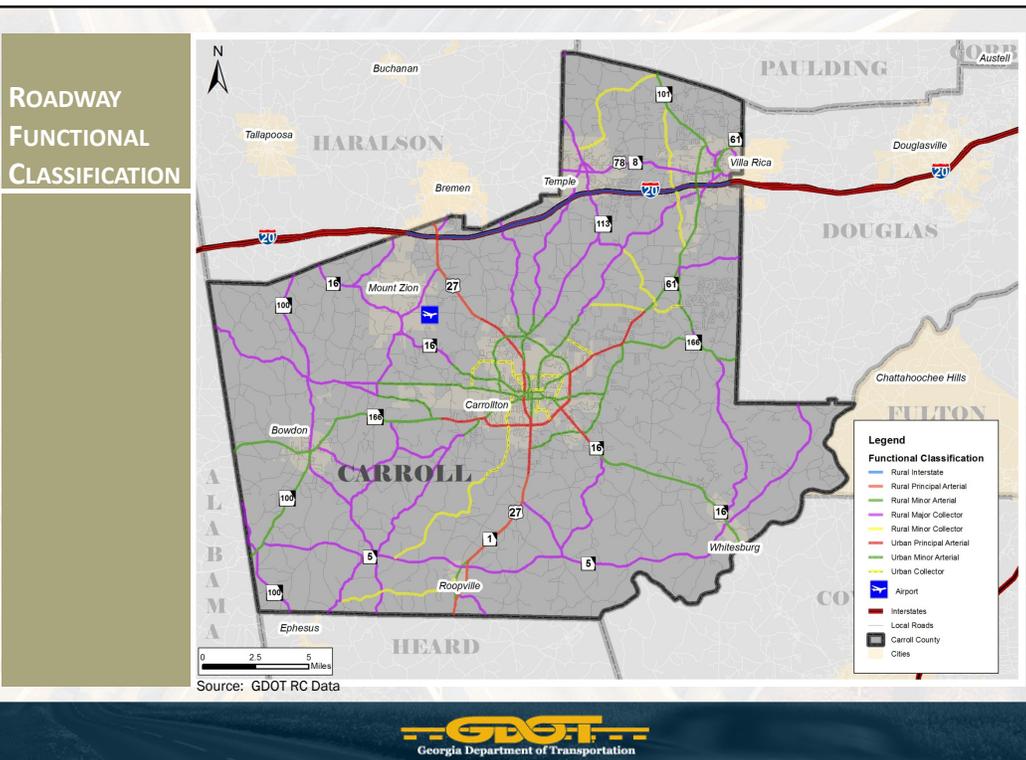


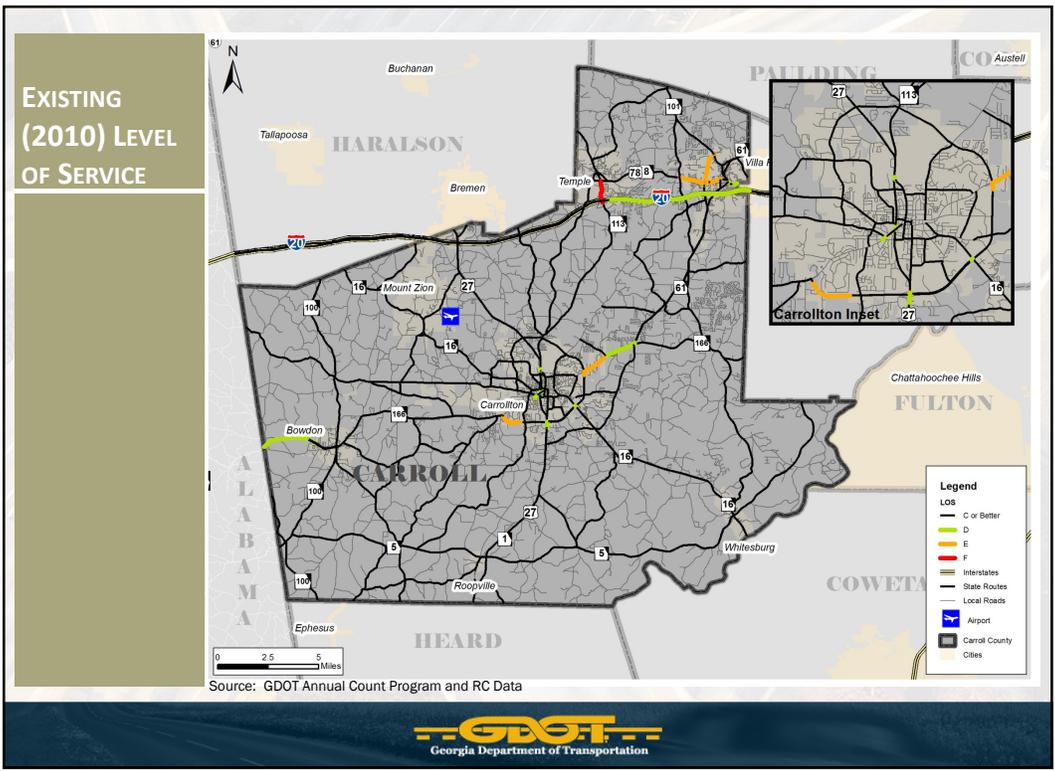
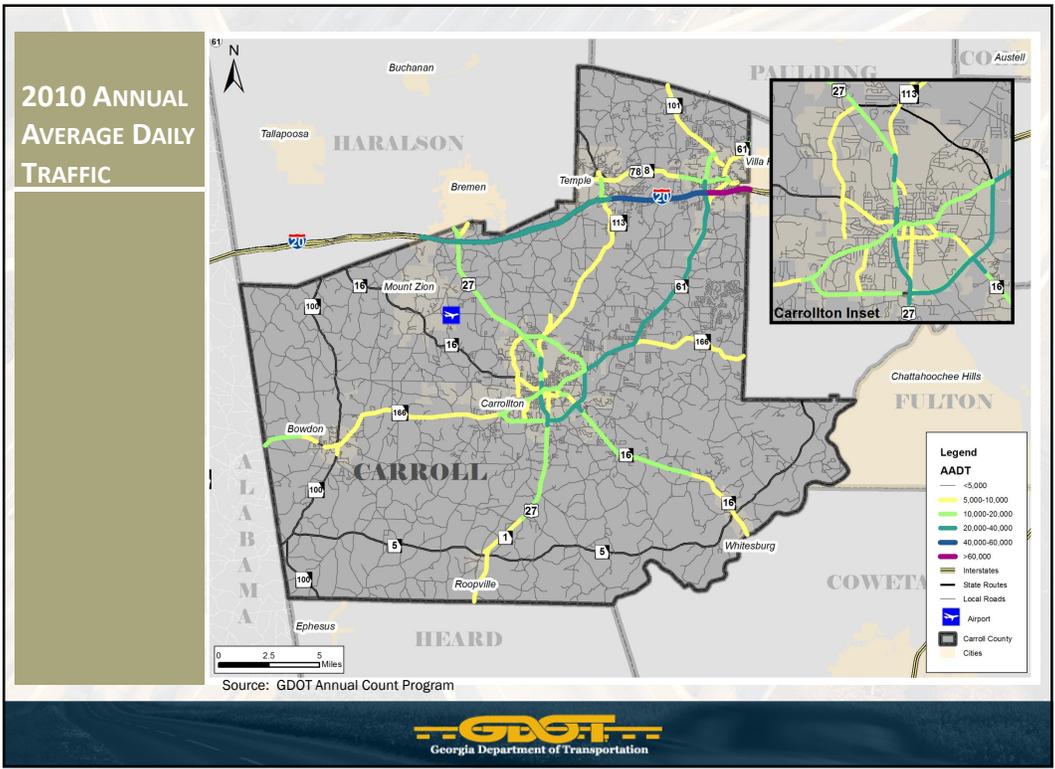
## SOCIOECONOMIC CHARACTERISTICS

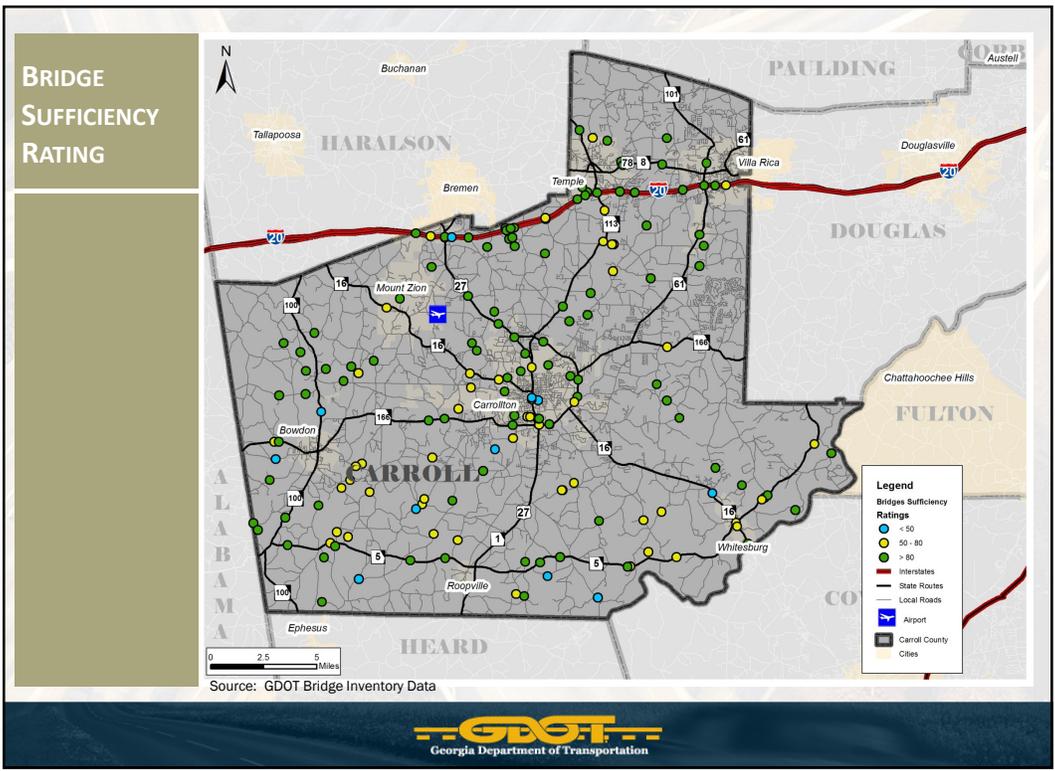
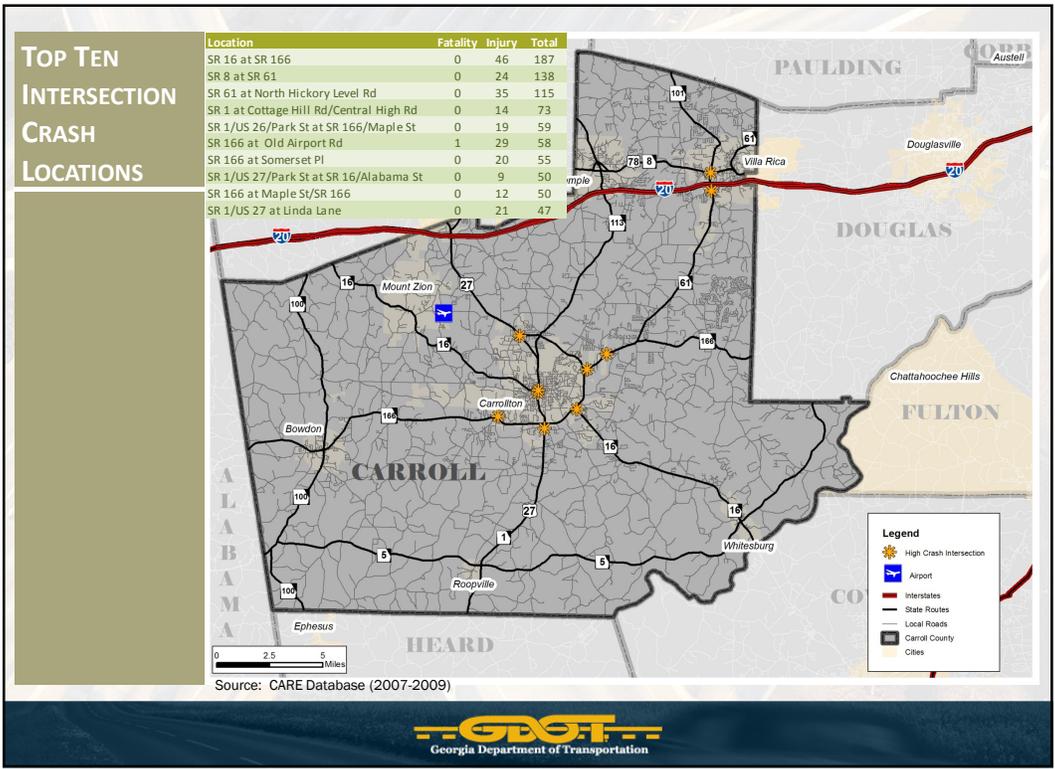
- Average household income has steadily increased
  - \$25,607 in 1990 (\$29,943 in GA)
  - \$38,799 in 2000 (\$41,990 in GA)
  - \$45,752 in 2011 (\$47,659 in GA)
- Employment has remained constant over the past decade
- Unemployment levels are consistent with statewide trends



Source: Georgia Department of Labor, US Bureau of Labor Statistics

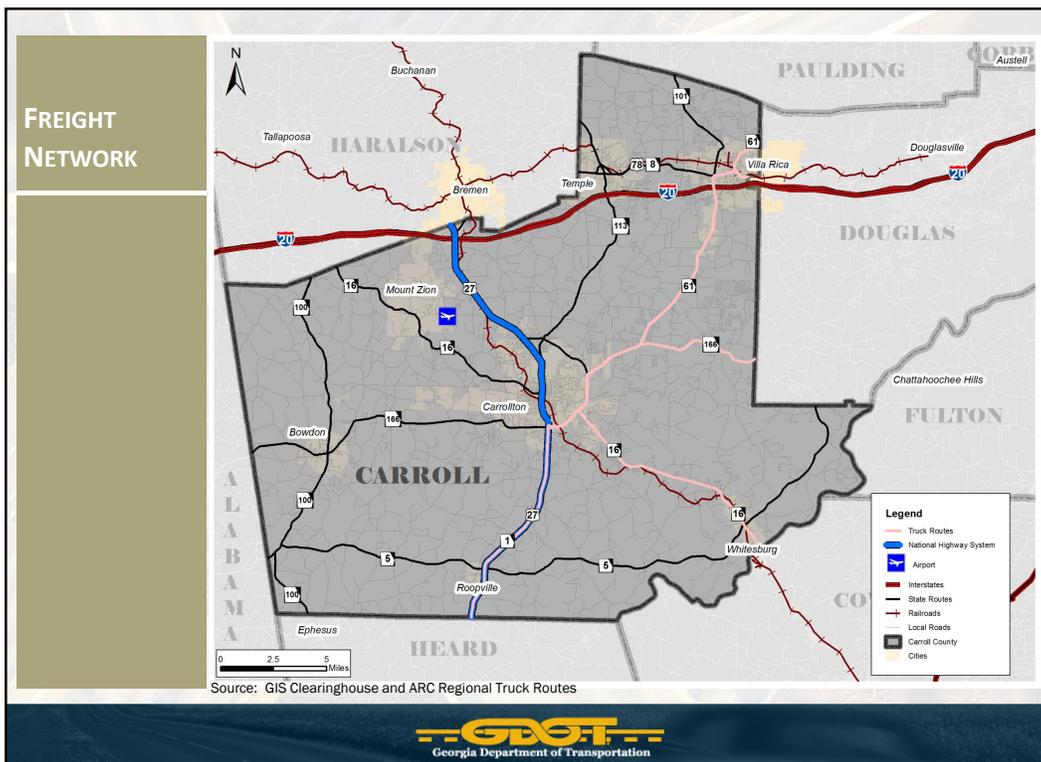






## TRANSIT

- Rural Human Services Transit provided to Department of Human Services (DHS) qualified residents of Carroll County by Heard County Transit
  - Must call 3 days in advance to schedule a ride
  - Cost of \$5 per trip
- Four shuttle routes operated on University of West Georgia campus during class hours



## FREIGHT AND RAIL

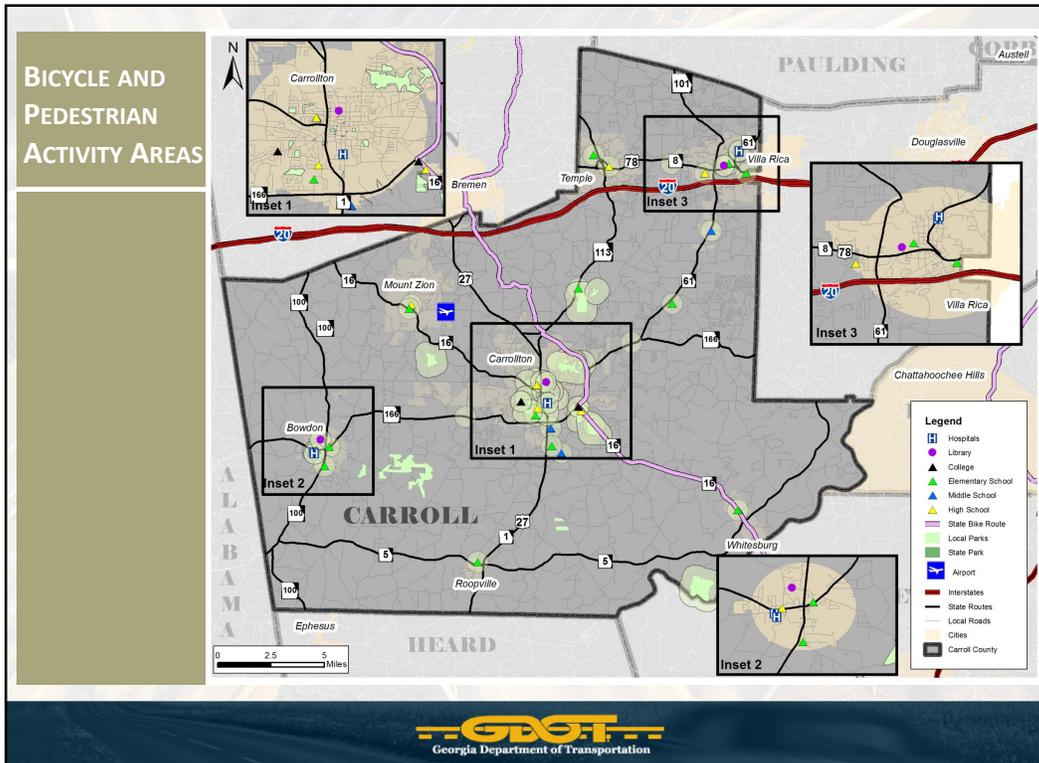
- Carroll County ships about 1.6% of the state's overall freight (ranked 12<sup>th</sup> in the state for total tonnage)
- Carroll County ships nearly 60% of its goods by rail, which is the same as the statewide average
- Truck Routes
  - SR 166
  - SR 61
  - SR 16
  - SR 1/US 27
- Rail
  - Norfolk Southern carries between 25-50 million tons of freight through the county annually



## AVIATION

- West Georgia Regional-O.V. Gray Field
  - Level III Airport
  - 5,503' runway
- Economic Impact
  - 103 jobs
  - \$3.9 million total payroll
  - \$11.4 million in economic output

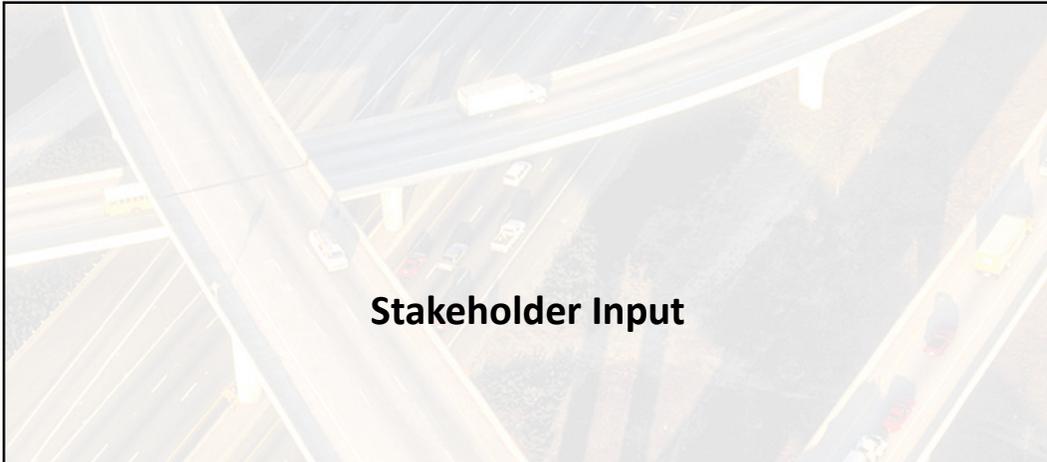




## TYPES OF IMPROVEMENT ALTERNATIVES

What are the right type of improvements in Carroll County?

- Maintain and manage current facilities
- Operational / safety improvements
- Diversify modes
- Expand existing facilities
- New facilities



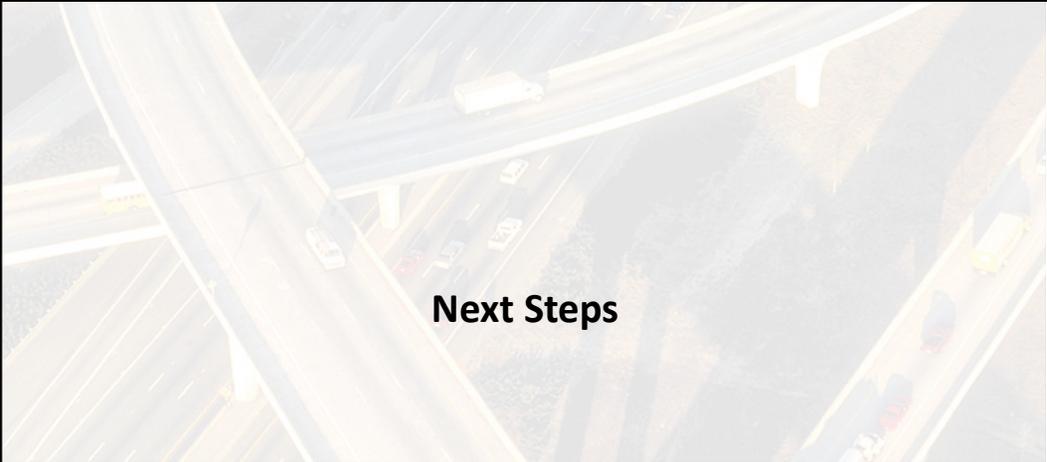
## Stakeholder Input



## WE NEED YOUR INPUT

- Transportation Deficiencies
- Transportation Opportunities
- Development Areas
- Economic Opportunity Areas





## Next Steps



## NEXT STEPS

- Study Survey Distribution
- Develop Operating Conditions
  - Existing (2010)
  - Future (2020, 2040)
- Develop Preliminary Short- and Long-Term Improvements
- Evaluate Proposed Improvements
- Relate Proposed Improvements to Plan Goals



## CONTACT INFORMATION

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Project Manager

GDOT Office of Planning

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(404) 631-1789



**SIGN-IN SHEET**  
Please Print

**Carroll County Long Range Transportation Plan**  
Stakeholder Advisory Group Meeting

Name	Organization	Address	Phone	E-Mail
ERNEST R. CRUSSEL	CITY OF TEMPLE	337 SAGE ST TEMPLE GA	404-535-0547	ecrusse1@TEMPLEGA. US.
RAONEY SIMPSON	GDOT	Atlanta	404-631-1787	
Dave Cox	GDOT	Atlanta	4-631-1987	
STEVE WALKER	GDOT	11	4-631-1789	
Amy Goolsby	Carroll Co	423 College St. C'fon	770 830 5861 x355	agoolsby@CarrollCountyga.com
TOMMY HOLLANDS	CITY OF CARROLLTON	315 BRADLEY ST.	770-830-2000	tholland@carrollton-ga.gov
Larry Wood	Villa Rica	571 W Bunchen VR	678-840-1211	Lwood@villarica.org
DAVID GEORGE	Carroll County Schools	164 Independence Dr	770 832 3568	
GARY LEFTWELL	SOUTHWEST HAMMER	ONE SOUTHWEST DRIVE CARROLLTON	30119 770 832 4884	bkente@carrollcountyga.com
BRIAN KENT	CARROLL COUNTY	423 COURSE ST. CARROLLTON	770 830 5861 x235	
GREG HOOD	GDOT	500 JEFF FRANK HARRIS	CARTERSVILLE 7703873634	GHOOD@DOT.GA.GOV
Jeanie Brantley	TRPC	PO BOX 818 Griffin, GA 30204	678-837-0510	jbrantley@threerivers.com
Charles Pope	Carroll County	770-830-5901		CPope@CarrollCountyGa.com





# Carroll County Long Range Transportation Plan

Stakeholder Meeting #2  
October 23, 2013



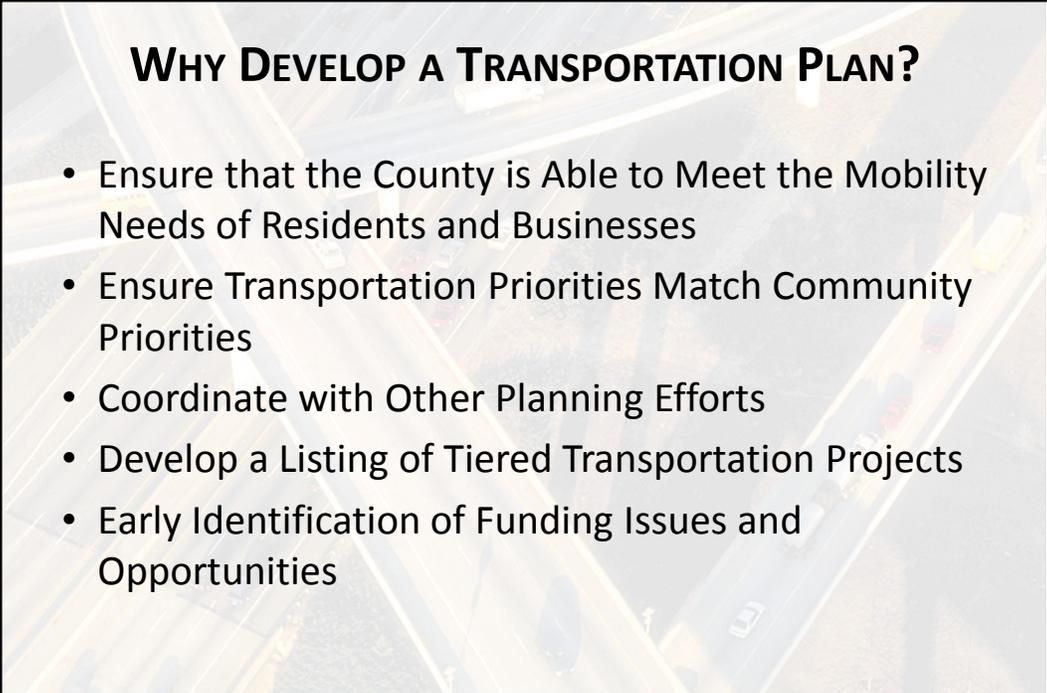
## AGENDA

- Introductions
- Project Purpose and Overview
- Existing & Future Conditions
- Draft Potential Improvements
- Project Prioritization
- Next Steps





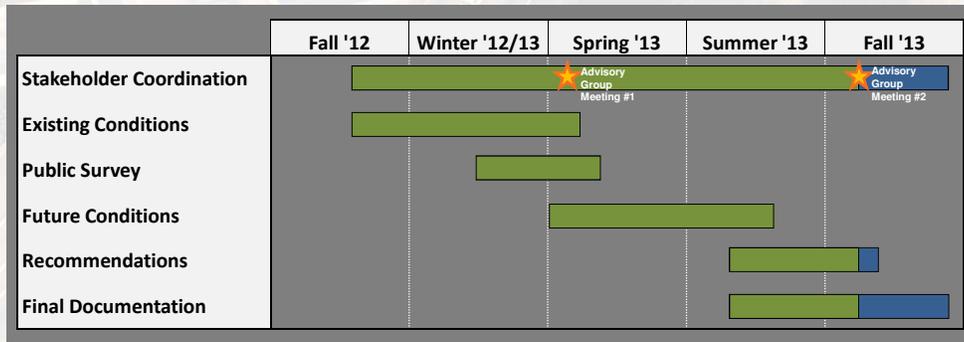
## Project Purpose and Overview



## WHY DEVELOP A TRANSPORTATION PLAN?

- Ensure that the County is Able to Meet the Mobility Needs of Residents and Businesses
- Ensure Transportation Priorities Match Community Priorities
- Coordinate with Other Planning Efforts
- Develop a Listing of Tiered Transportation Projects
- Early Identification of Funding Issues and Opportunities

# SCHEDULE



★ - Advisory Group Meeting



# OUTREACH / COORDINATION

- Stakeholder Advisory Group
- Public Survey
- Website ([www.dot.ga.gov/carrollcountystudy](http://www.dot.ga.gov/carrollcountystudy))



## RECAP OF MEETING #1

- Study Goals and Objectives
- Data Collection
- Existing Conditions
  - Demographics
  - Transportation System Characteristics
- Stakeholder Input
  - Issues and Opportunities



## TRANSPORTATION PLAN GOALS

Study Goals	Local	State	National
Improve <b>safety, accessibility</b> and <b>mobility</b> options for people and goods movement	✓	✓	
Promote and protect <b>quality of life</b> by integrating local planned growth, land use patterns and economic development patterns with transportation analysis and planning	✓	✓	
Emphasize the efficient, operation, and <b>preservation</b> of the existing transportation system while promoting environmental <b>sustainability</b>	✓	✓	✓
Accommodate users without access to automobiles and promote health and quality of life by providing a range of <b>mobility options</b>	✓	✓	





## Existing & Future Conditions



## DATA COLLECTION OVERVIEW

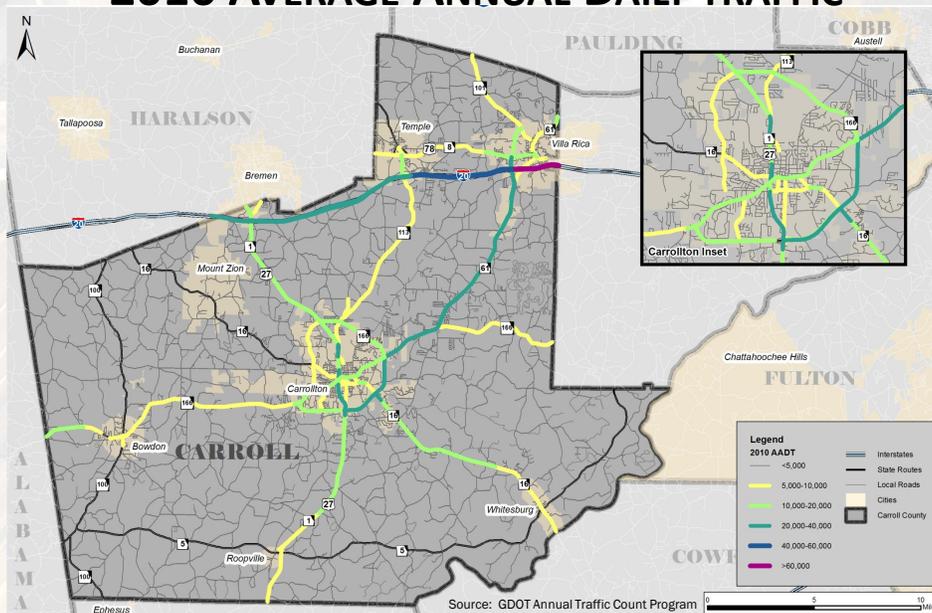
- Background Information and Studies
  - Transportation and Land Use Planning Documents
- Multi-Modal
  - Transit
  - Bicycle and Pedestrian
  - Aviation
- Crash History
- Bridge Inventory
- Rail and Freight Movement
- Data to Support Travel Demand Model

## TRAVEL DEMAND MODEL

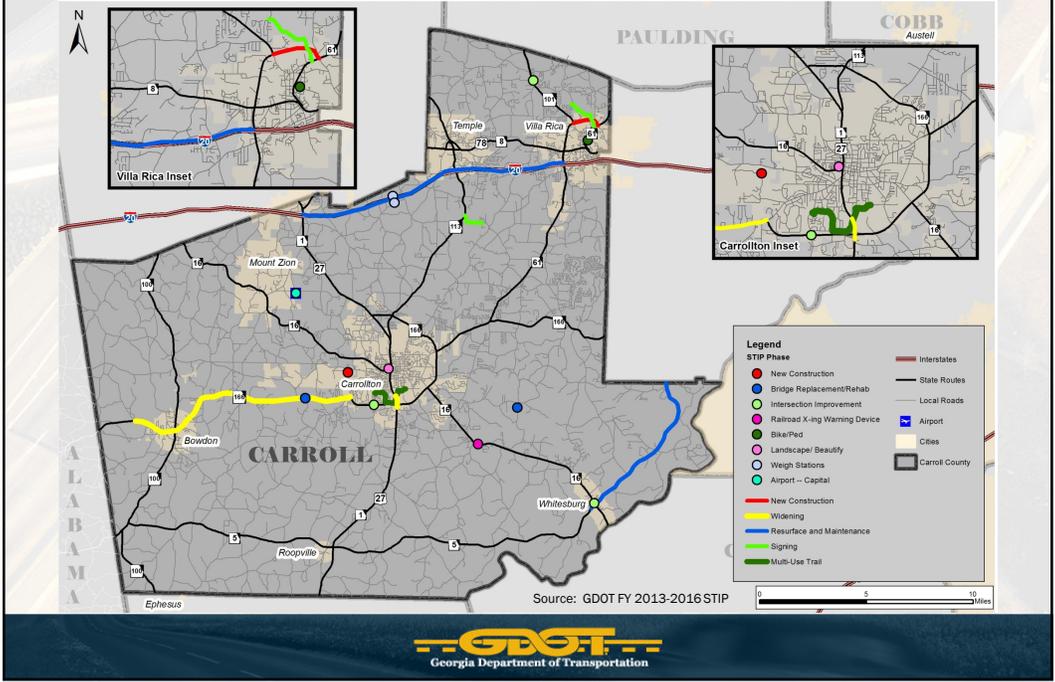
- Model development is based on:
  - 2010 traffic counts
  - Census data
  - Employment information
  - School enrollment
  - Socioeconomic forecasts
- Utilized results to identify potential improvements based on future needs



## 2010 AVERAGE ANNUAL DAILY TRAFFIC

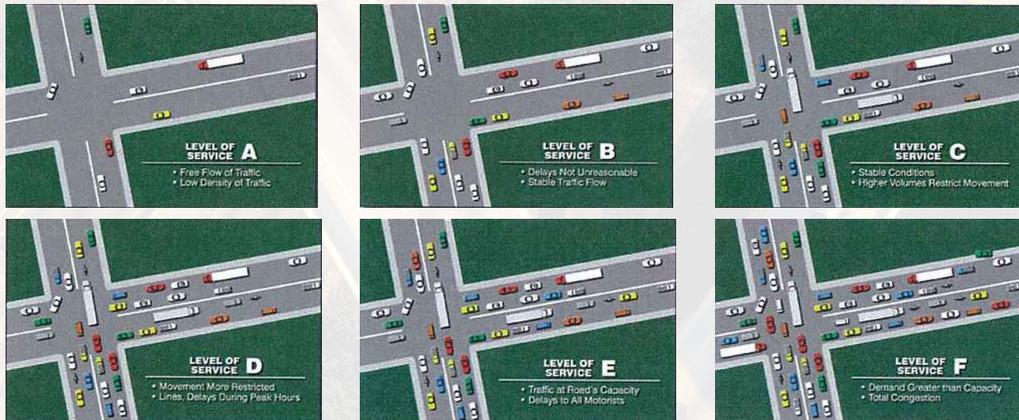


# GDOT FY 2013-2016 STIP

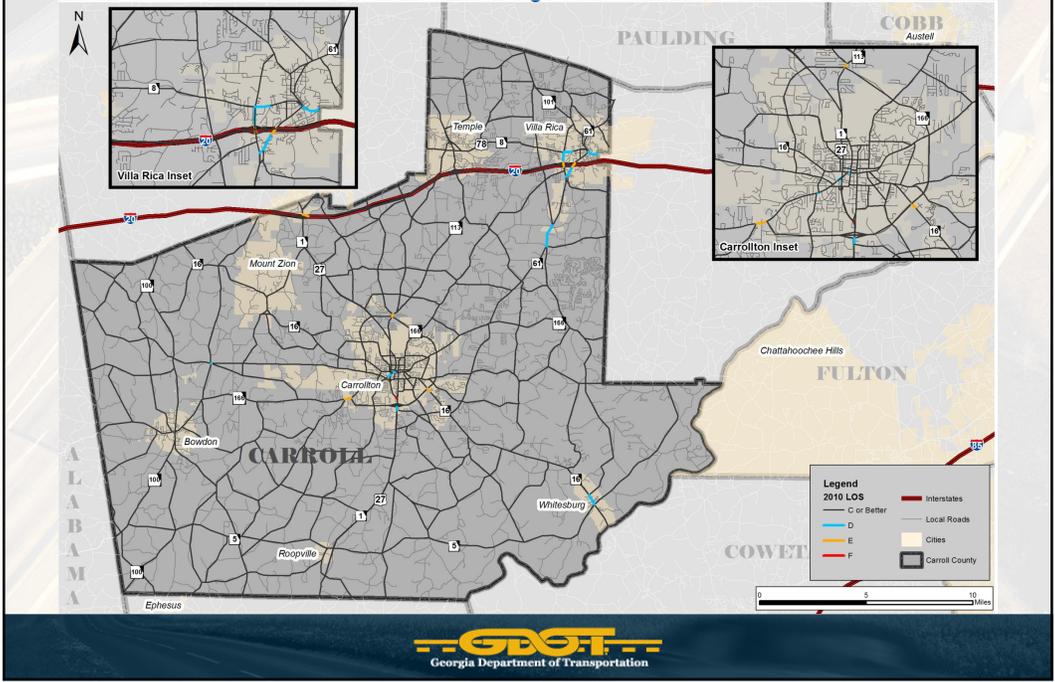


## LEVEL OF SERVICE ASSESSMENT

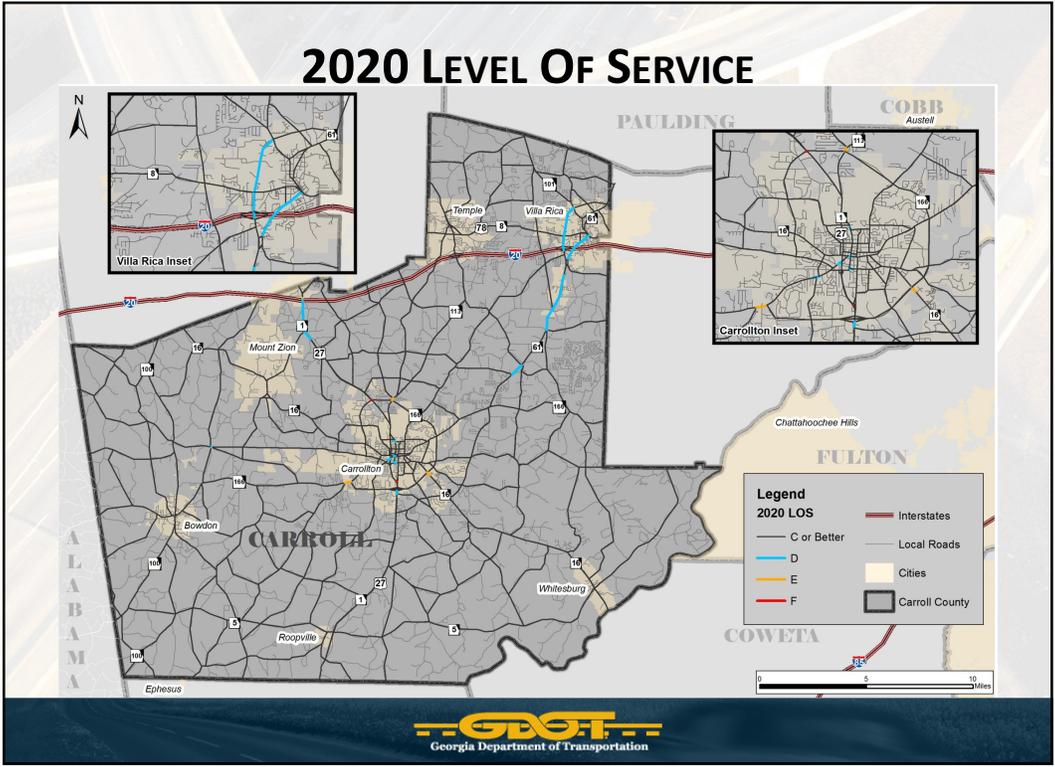
- Level of Service (LOS)
  - Qualitative Measure of Traffic Flow Used to Describe Operating Conditions from the Perspective of Travelers



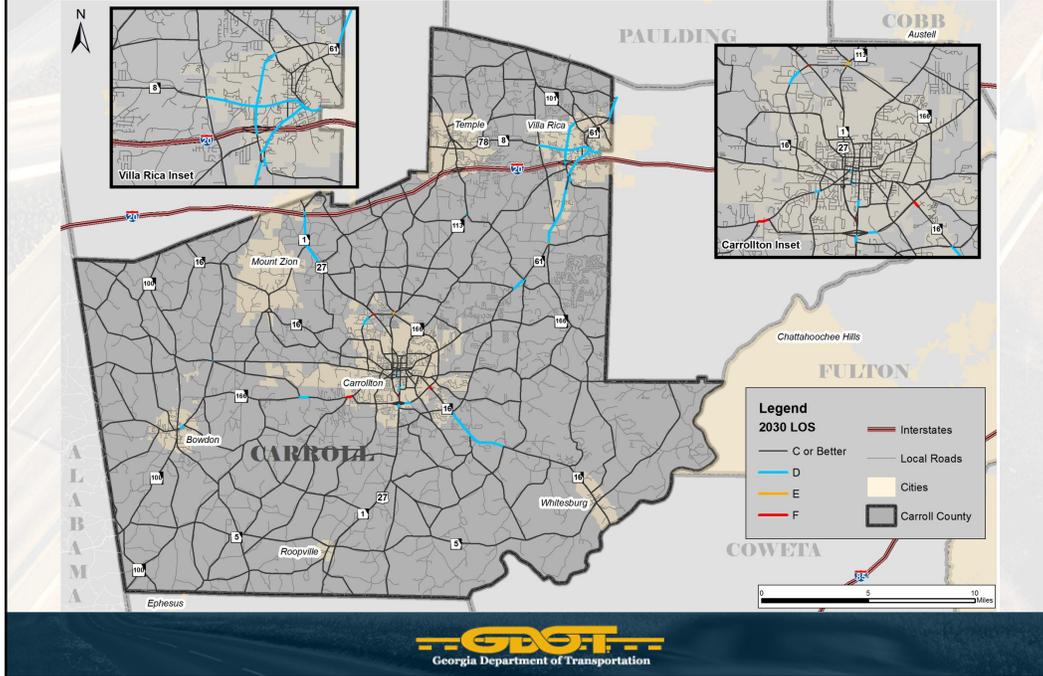
# 2010 LEVEL OF SERVICE



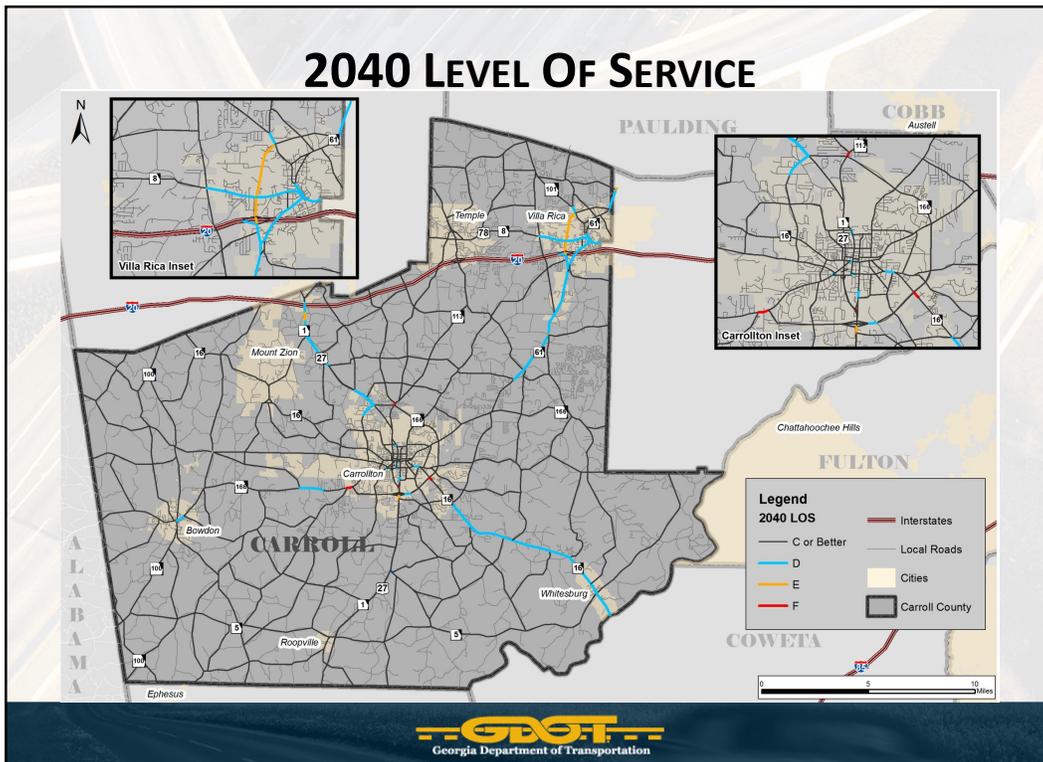
# 2020 LEVEL OF SERVICE



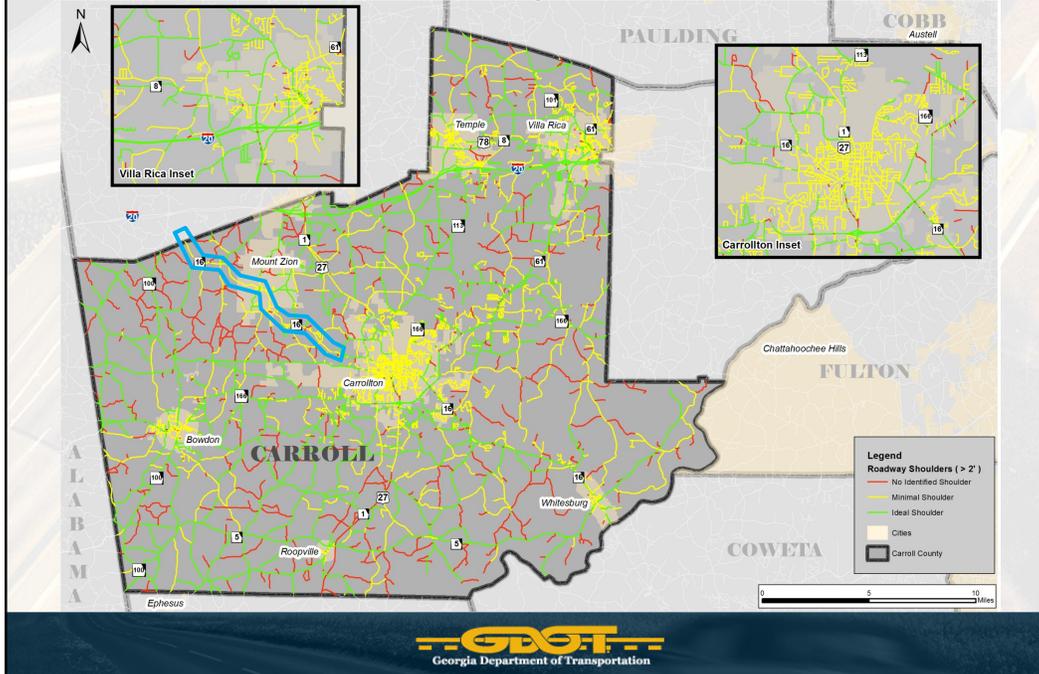
# 2030 LEVEL OF SERVICE



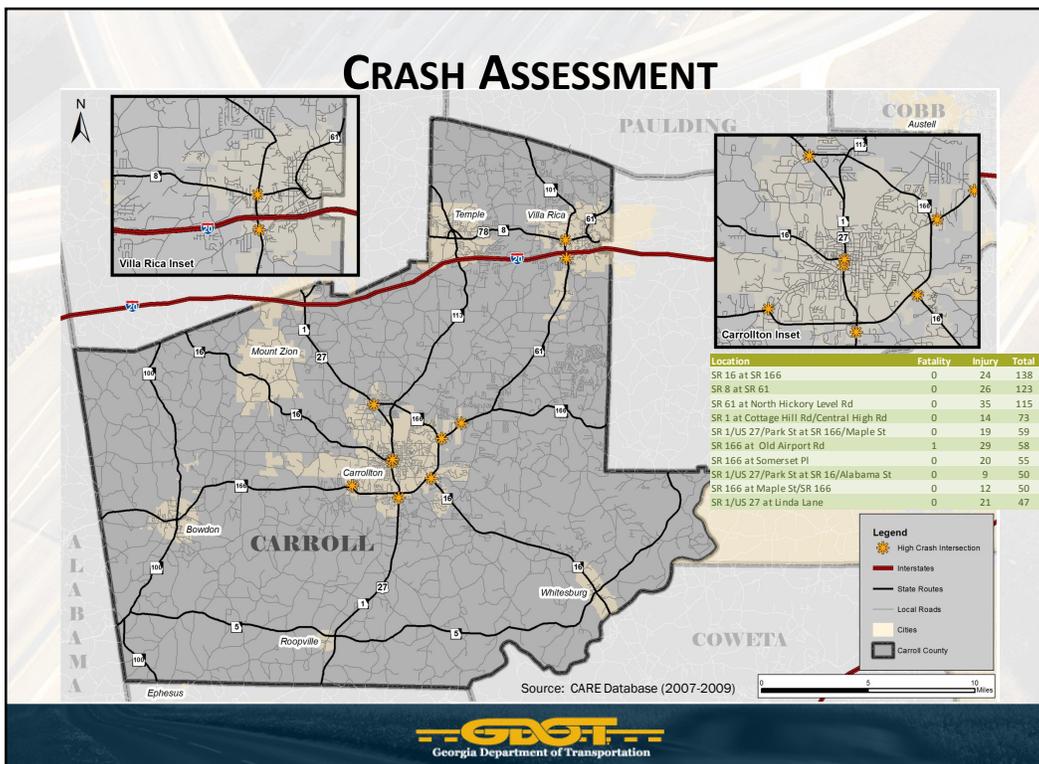
# 2040 LEVEL OF SERVICE

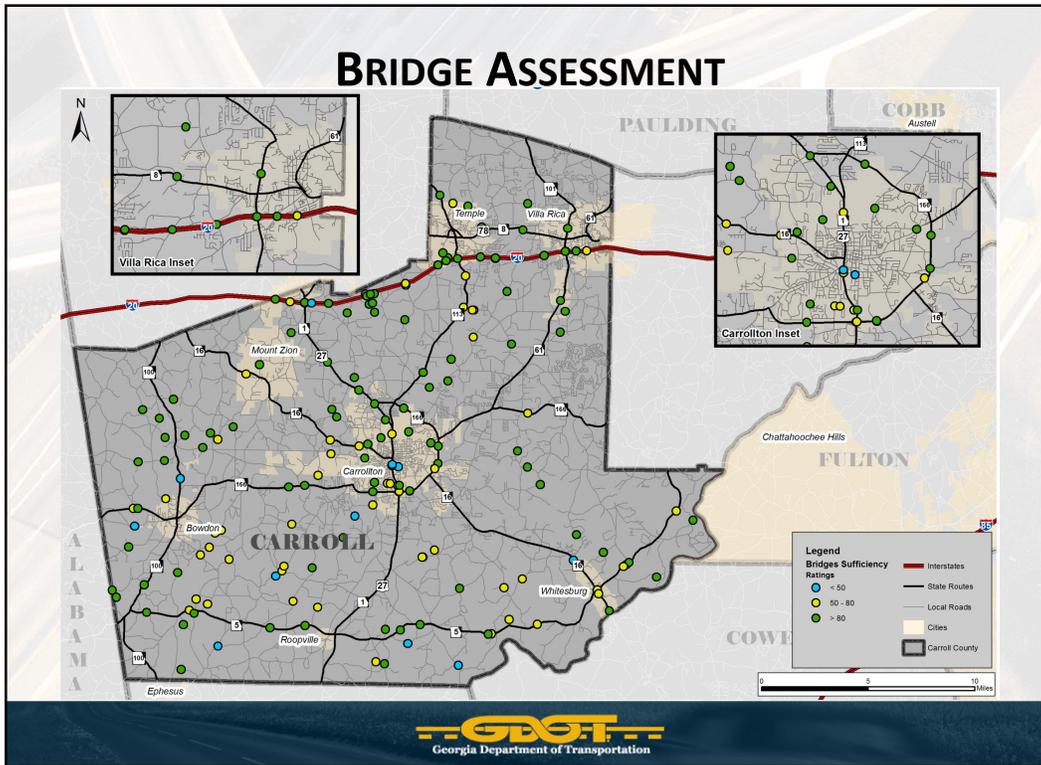


# ROADWAY SHOULDER ASSESSMENT



# CRASH ASSESSMENT





## FREIGHT AND RAIL ASSESSMENT

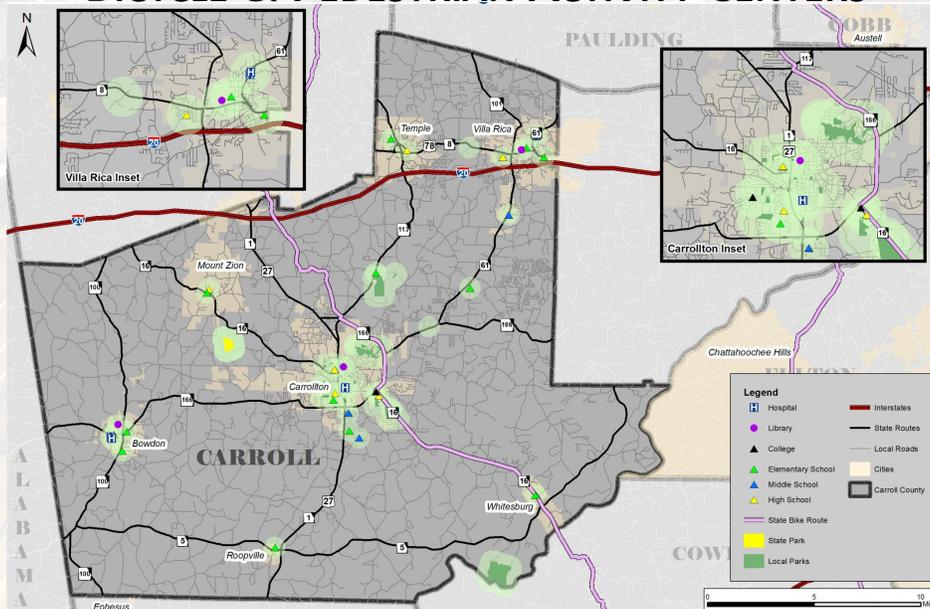
- Carroll County ships 1.6% of Georgia's overall freight (ranked 12<sup>th</sup> in GA for total tonnage)
- Carroll County ships 60% of its goods by rail, which is the same as the statewide average
- Truck Routes
  - US 27 / SR 1
  - SR 16
  - SR 61
  - SR 166
- Rail
  - Norfolk Southern carries between 25-50 million tons of freight through the County annually

## BICYCLE & PEDESTRIAN ASSESSMENT

- Document Review
  - Three Rivers RC Bicycle & Pedestrian Plan
  - Public / Stakeholder Comments
- Fill Gaps in Existing Network
- Downtown / Activity Center Areas
- One-Mile Buffer Around
  - Schools
  - Parks
  - Libraries
  - Public Facilities



## BICYCLE & PEDESTRIAN ACTIVITY CENTERS



## TRANSIT ASSESSMENT

- Rural Human Services Transit provided to Department of Human Services (DHS) qualified residents of Carroll County by Heard County Transit
  - \$5 trip cost
  - 3 days advance notice required
- 4 shuttle routes operated on University of West Georgia campus during class hours



## AVIATION ASSESSMENT

- West Georgia Regional - O.V. Gray Field
  - Level III Airport
  - 5,503' runway
- Economic Impact
  - 103 jobs
  - \$3.9 million total payroll
  - \$11.4 million in economic output



## PUBLIC SURVEYS

- 21 question survey
  - Commute patterns
  - Transportation improvement priorities
  - Transportation Issues
    - Operations
    - Safety
    - Trucks
    - Road conditions
    - Bicycle & pedestrian
    - Transit
- 146 surveys completed


**PUBLIC SURVEY**

**CARROLL COUNTY LONG RANGE TRANSPORTATION PLAN**

WWW.GDOT.GA.GOV/CARROLLCOUNTY

**BACKGROUND** The Georgia Department of Transportation (GDOT) is performing a Long Range Transportation Plan (LRTP) for Carroll County, Georgia. The purpose of this study is to determine the current and future transportation needs for the county and to develop projects that address identified needs and promote economic vitality and quality of life. Technical analyses will be performed to assess existing conditions of the transportation network. Future conditions will also be assessed based upon projected economic and population growth. Based upon the needs identified through this process and the goals for the study area, a range of multimodal transportation improvements will be developed, which best meet the needs of the county.

**WE WANT TO HEAR FROM YOU!** In order to best understand the needs of the County and its municipalities, it is important to gain input from those who are most familiar with potential issues and opportunities. Therefore, the following survey is being used to collect information which, in addition to technical analysis, will inform the assessment of transportation needs. Please take a minute to fill out the following survey to help guide the future of transportation in Carroll County. A map of Carroll County is included for your reference. Please send completed forms back via mail (Attn: Steve Walker, Office of Planning, 600 West Peachtree NW Atlanta, GA 30308) or email ([CarrollCountyData@dot.ga.gov](mailto:CarrollCountyData@dot.ga.gov)) by May 10<sup>th</sup>. If you would prefer to fill out the form online, or would like additional information about the study, please visit our website at [www.dot.ga.gov/carrollcountystudy](http://www.dot.ga.gov/carrollcountystudy).

1. What is your 5 digit postal zip code? \_\_\_\_\_
2. Please select the category that best describes your daily travel for work.
 

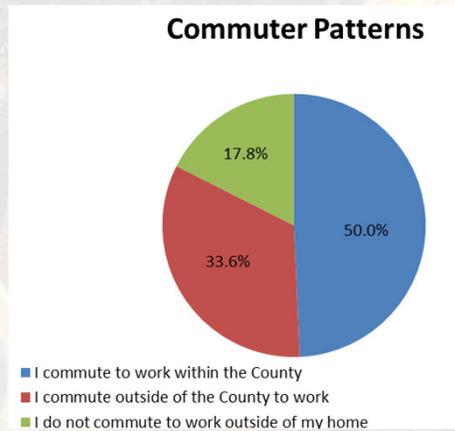
<input type="checkbox"/> commute to work within the County	<input type="checkbox"/> do not commute to work outside of my home.
<input type="checkbox"/> commute outside of the County to work	
3. If you do commute to work, in which City/area do you work? \_\_\_\_\_
4. What do you see as the three greatest transportation issues or concerns for Carroll County?
 

<input type="checkbox"/> Safety	<input type="checkbox"/> Need for Sidewalk/Pedestrian Options
<input type="checkbox"/> Traffic Congestion	<input type="checkbox"/> Need for bicycle options
<input type="checkbox"/> Need for Transit Options	<input type="checkbox"/> Other (please define) _____
5. What roads within Carroll County are of most concern to you? Why? \_\_\_\_\_
6. Within the County, have you experienced traffic backup on roads or at intersections?  Yes  No Location(s): \_\_\_\_\_



## PUBLIC SURVEYS

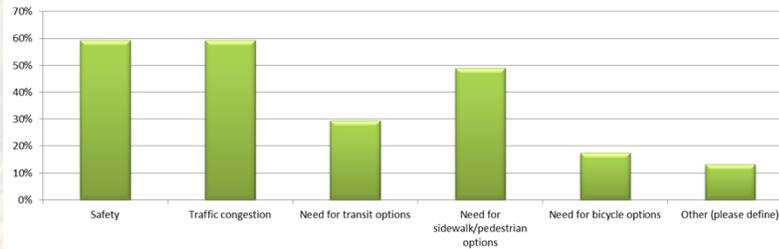
- If you commute to work, in which city/area do you work?
  - Carrollton
  - Villa Rica
  - Atlanta
  - Douglasville



## PUBLIC SURVEYS

- What roads are of most concern to you?
  - US 27 (congestion and traffic signals)
  - SR 61 (congestion and high speed)
  - SR 101 (congestion, crashes)
  - SR 113 (congestion)

What do you see as the three highest transportation improvement priorities for Carroll County?



## Draft Potential Improvements



## TYPES OF IMPROVEMENT ALTERNATIVES

What are the right type of improvements in Carroll County?

- Maintain and manage current facilities
- Operational / safety improvements
- Diversify modes
- Expand existing facilities
- New facilities



## DEVELOPMENT OF STRATEGIES



## POTENTIAL ROADWAY IMPROVEMENTS ROADWAY CAPACITY

- Widening / New Construction
  - US 27 from Central Rd to Dixie St (\$16.4 M)
  - SR 166 from Burwell Rd to 4-lane (\$38.9 M)
  - Villa Rica Bypass from SR 61 to SR 101 (\$10.8 M)
  - SR 61 Connector from SR 61 to Shoreline Pkwy (\$8.6 M)
- Shoulder Upgrade
  - SR 16 from Buncombe-Waco Rd to Beulah Church Rd (\$8.6 M)

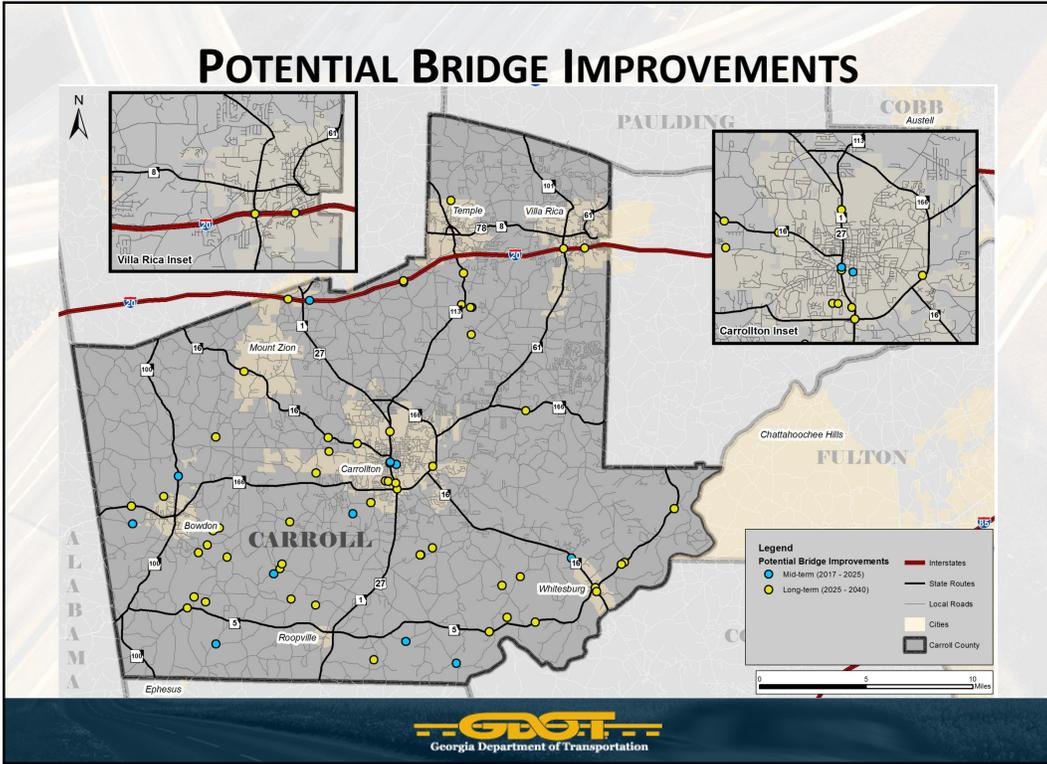


## POTENTIAL ROADWAY IMPROVEMENTS ACCESS MANAGEMENT / PASSING LANES

- SR 61 from SR 166 to SR 101
- US 78 from SR 101 to Villa Rica
- US 27 from Linden Rd to SR 1
- SR 16 from S of Whitesburg to Oak Mountain Rd

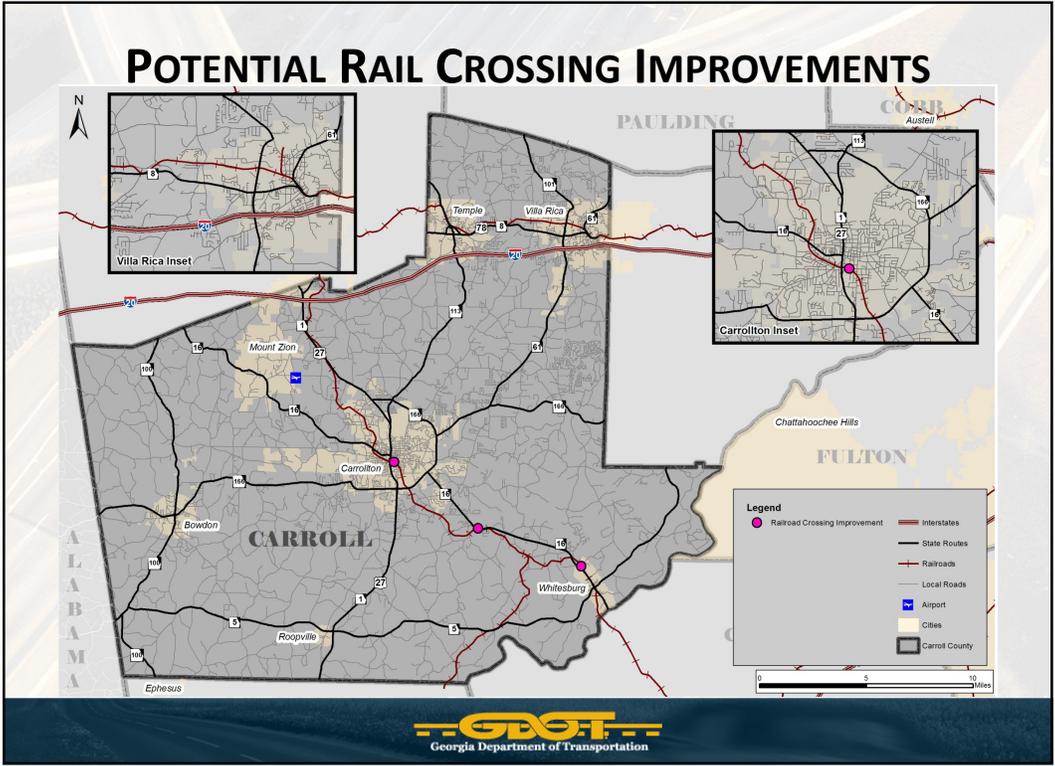






## POTENTIAL RAIL CROSSING IMPROVEMENTS

- Laurel Ln at Norfolk Southern #719412D (SE of Carrollton)
  - Install RRX warning device
- Bradley St crossing in Carrollton
  - Needs pavement markings on both approaches
- Wellington Mill Rd crossing in Whitesburg
  - Needs pavement markings on both approaches



## PREVIOUSLY IDENTIFIED BIKE / PED IMPROVEMENTS

- Chattahoochee Hills Regional Greenway Trail
- Carrollton Green Belt
  - 16 mile hard surface trail system connecting neighborhoods, schools, parks and shopping
- Villa Rica Trailhead
- GDOT Complete Streets Policy
  - Sidewalks to connect walkable destinations

Sources: Three Rivers RC, Chattahoochee Hills Regional Greenway Trail, Carrollton Comprehensive Plan

**— GDOT —**  
Georgia Department of Transportation

## CURRENTLY COORDINATED TRANSIT IMPROVEMENTS

- Three Rivers RC currently coordinating with Carroll County on recommendations
- Potential outcomes include:
  - Park-and-Ride/Carpool Lots
  - Rideshare Programs to Match Commuters Interested in Carpooling
  - Commuter Shuttle to Atlanta
  - On-Demand Human Services Transportation



## POTENTIAL AVIATION IMPROVEMENTS

- Upgrade airport facilities to better serve corporate clients
  - New apron and five-acre development site north of the terminal
  - Upgrade terminal and parking areas
- Improve access to airport from I-20 and US 27
  - Hog Liver Rd is the most direct route and could be more aesthetically pleasing by clean-up and beautification
  - Improve directional signage to the airport



## ADDITIONAL RESOURCES AVAILABLE

- Access Management
- Development Reviews
- Intersection Operation and Maintenance
- Corridor Strategy Guidance



## Project Prioritization



## PROJECT PRIORITIZATION

- Transportation Plan Identified Need
- Safety
- Connectivity
- Protection of Downtowns
- Construction Designs in Progress
- Supports Comprehensive Planning Efforts
- Maintains Transportation and Land Use Linkage



## NEXT STEPS

- Finalize Potential Improvements
- Finalize Costs and Benefits
- Conduct Project Prioritization
- Develop Long Range Transportation Plan



## CONTACT INFORMATION

**Steve Walker**

Project Manager

GDOT Office of Planning

stwalker@dot.ga.gov

(404) 631-1789

[www.dot.ga.gov/carrollcountystudy](http://www.dot.ga.gov/carrollcountystudy)



**SIGN-IN SHEET**  
Please Print

**Carroll County Long Range Transportation Plan**  
Stakeholder Advisory Group Meeting #2

Name	Organization	Address	Phone	E-Mail
RADNEY SIMPSON	GDOT	Planning Office		
Dave Cox	GDOT	Planning		
STEVE WALKER	GDOT	PLANNING		
BRIAN KEAT	Carroll County	Community Development		
Craig George	Carroll	New City Schools		
Amy Goolsby	Carroll County	Community Development		
Larry Wood	City of Villa Rica,	GA	678-840-1211	Lwood@VillaRica.org
Jennifer Baptiste	Three Rivers	Regional Commission	678-592-0510	jbaptiste@threeriversrc.com
Jenniv Brantley	TRRC	7088 Griffin, GA	678-192-0510	jbrantley@threeriversrc.com
David Jackson	Carroll	Township Chamber	678-890-2355	david@carroll-ga.org





# Appendix C Public Survey

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## CARROLL COUNTY LONG RANGE TRANSPORTATION PLAN

WWW.DOT.GA.GOV/CARROLLCOUNTYSTUDY

**BACKGROUND** The Georgia Department of Transportation (GDOT) is performing a Long Range Transportation Plan (LRTP) for Carroll County, Georgia. The purpose of this study is to determine the current and future transportation needs for the county and to develop projects that address identified needs and promote economic vitality and quality of life. Technical analyses will be performed to assess existing conditions of the transportation network. Future conditions will also be assessed based upon projected economic and population growth. Based upon the needs identified through this process and the goals for the study area, a range of multimodal transportation improvements will be developed, which best meet the needs of the county.

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1. What is your 5 digit postal zip code? \_\_\_\_\_

2. Please select the category that best describes your daily travel for work.

I commute to work within the County

I do not commute to work outside of my home.

I commute outside of the County to work

3. If you do commute to work, in which City/area do you work? \_\_\_\_\_

4. What do you see as the three greatest transportation issues or concerns for Carroll County?

Safety

Need for Sidewalk/Pedestrian Options

Traffic Congestion

Need for bicycle options

Need for Transit Options

Other (please define) \_\_\_\_\_

5. What roads within Carroll County are of most concern to you? Why?

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6. Within the County, have you experienced traffic backup on roads or at intersections?

Yes

No

Location(s): \_\_\_\_\_

## CARROLL COUNTY LONG RANGE TRANSPORTATION PLAN

7. Within the County, have you experienced a need for a traffic signal or stop sign at an intersection?  Yes  No Location(s): \_\_\_\_\_

8. Within the County, have you experienced a lack of on-demand, rural, or public bus service?  Yes  No

9. Within the County, have you experienced a lack of roadway shoulders?  Yes  No Location(s): \_\_\_\_\_

10. Within the County, have you experienced a lack of sidewalks?  Yes  No Location(s): \_\_\_\_\_

11. Within the County, have you experienced a lack of bicycle routes?  Yes  No Location(s): \_\_\_\_\_

12. Within the County, have you experienced a lack of turn lanes?  Yes  No Location(s): \_\_\_\_\_

13. Within the County, have you experienced any transportation safety issues?  Yes  No Location(s): \_\_\_\_\_

14. Within the County, do you know of roadways where excessive speeding is a problem?  Yes  No Location(s): \_\_\_\_\_

15. Within the County, have you experienced any problems with tractor-trailer trucks?  Yes  No Location(s): \_\_\_\_\_

16. Within the County, have you experienced difficulty trying to get onto a road?  Yes  No Location(s): \_\_\_\_\_

17. Within the County, have you been unable to pass slow moving vehicles?  Yes  No Location(s): \_\_\_\_\_

## CARROLL COUNTY LONG RANGE TRANSPORTATION PLAN

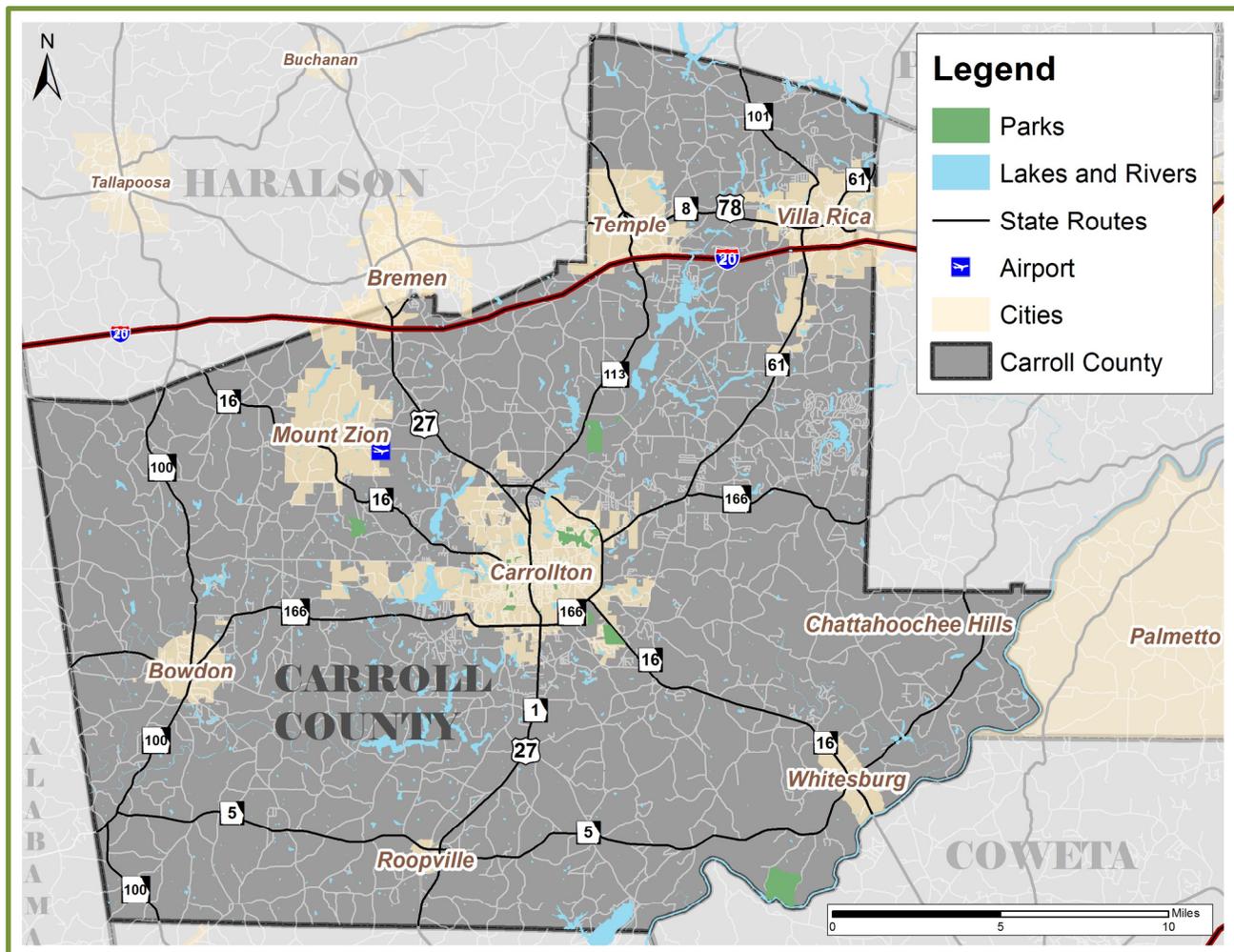
18. Within the County, have you experienced problems at railroad crossings?  Yes  No Location(s): \_\_\_\_\_

19. Within the County, have you experienced any other transportation problems?  Yes  No Location(s): \_\_\_\_\_

20. Considering questions 6-19, what transportation issue in the County do you feel is most in need of improvement? \_\_\_\_\_

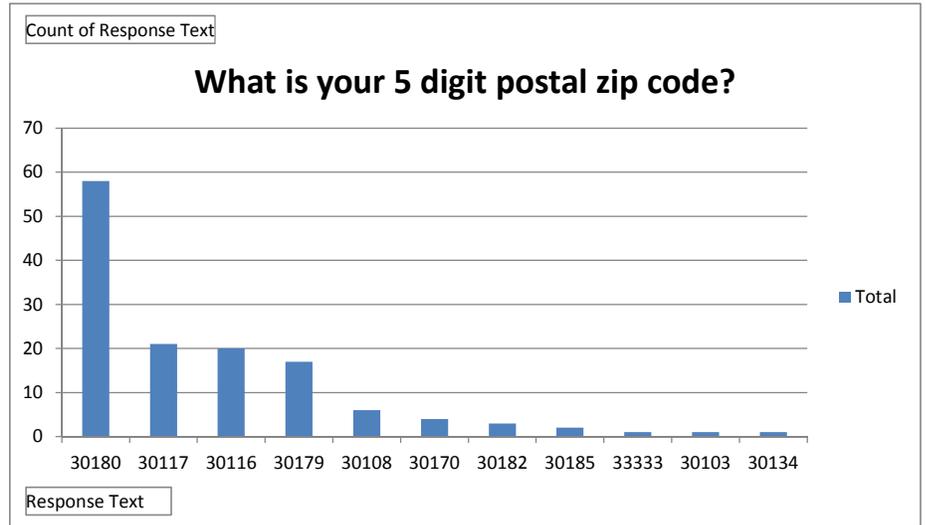
21. Are there additional comments or concerns about transportation in the County? \_\_\_\_\_

Figure 1: Study Area



## Carroll County LRTP

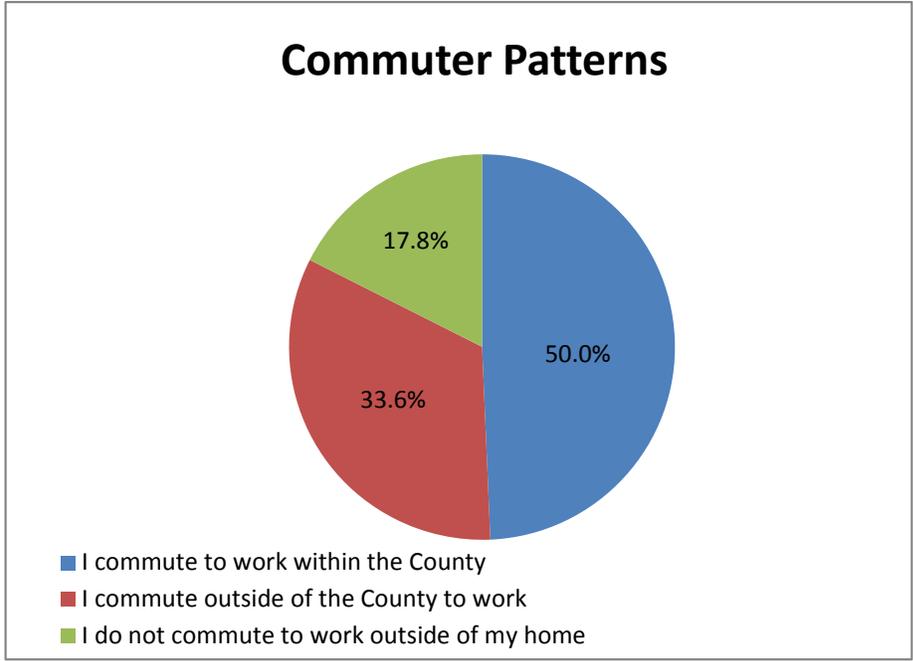
What is your 5 digit postal zip code?		
Response Text		Total
	30180	58
	30117	21
	30116	20
	30179	17
	30108	6
	30170	4
	30182	3
	30185	2
	33333	1
	30103	1
	30134	1
<b>Response Count</b>		<b>134</b>



# Carroll County LRTP

Please select the category that best describes your daily travel for work.

Answer Options	Response Percent	Response Count
I commute to work within the County	50.0%	73
I commute outside of the County to work	33.6%	49
I do not commute to work outside of my home	17.8%	26
<i>answered question</i>		<b>146</b>
<i>skipped question</i>		<b>3</b>



## Carroll County LRTP

If you do commute to work, in which city/area do you work?	
Answer Options	Response Count
	111
<i>answered question</i>	<b>111</b>
<i>skipped question</i>	<b>38</b>
Response Text	Total
Atlanta	8
Atlanta/Cartersville	1
Austell	2
Bowden Junction/all over USA	2
Bremen	1
Carroll County	2
Carrollton	34
Carrollton - Central High School	1
Carrollton, Douglasville, Dallas, Buchanan	1
Carrollton-Tanner	1
Carroll-Villa Rica	1
Clayton County/Hartsfield Jackson Airport	1
Clem	1
Cobb	1
Douglasville	6
Douglasville, Rome, Carrollton	1
Douglasville, Temple, Bremen, Carrollton, Villa Rica, Dallas	1
downtown	1
Haralson County	3
Hiram	1
Hogansville	1
Kennesaw	1
Lithia Springs	1
Marietta	2
Midtown Atlanta	1
Norcross	2
Paulding County	1
Roopville	1
Temple	2
Temple, Carrollton	1
University of West Georgia	1
Villa Rica	13
Villa Rica, Carrollton, and Bremen	1
Whitesburg	1
Buckhead	1
Douglas County	2
Franklin	2
Griffin	1
Mt. Zion	1
Villa Rica, Temple	1
Mableton	1
Bremen, Carrollton	1
Carrollton - Off SR 16 beside the round-a-bout	1
Douglasville, Austell, Hiram	1
<b>Response Total</b>	<b>111</b>

## Carroll County LRTP

What do you see as the three highest transportation improvement priorities for Carroll County?

Answer Options	Response Percent	Response Count
Safety	59.4%	85
Traffic congestion	59.4%	85
Need for transit options	29.4%	42
Need for sidewalk/pedestrian options	49.0%	70
Need for bicycle options	17.5%	25
Other (please define)	13.3%	19
<i>answered question</i>		<b>143</b>
<i>skipped question</i>		<b>6</b>

What do you see as the three highest transportation improvement priorities for Carroll County?



**Carroll County L RTP**

What roads are of most concern to you? Why?	
Answer Options	Response Count
	104
<i>answered question</i>	<b>104</b>
<i>skipped question</i>	<b>45</b>

Most Common Road Concerns			
SR 101	SR 166	SR 61	US 27
13%	12%	14%	17%
Some Overlap			

**Response Text**

all roads have potholes everywhere  
 Asbury Rd - people fly down this road and other side roads  
 Cedar Point Rd  
 construction at Target and Southwire Rd  
 County roads aren't maintained. Many too narrow with potholes and blind curves  
 Cross Plains Rd - very narrow and congested  
 East Davis Bridge Rd, East Lake Buckhorn Rd - too narrow. I get run off the roads several times a month because someone is on my side. Also US 78 & SR 61 intersection has needed improvement for many, many years. It gets more congested & backed up over time. These are state & federal highways. Stop treating this area of Villa Rica as the arm pit of Carroll County. It should be a shining star (like Carrollton).  
 Edge Rd, Daniel Dr, and Berry near my home  
 Eureka Church Rd and SR 16, hard to turn left onto SR 16 coming from schools  
 Five Points Rd, Waco. People drive at a high rate of speed. Road lacks shoulders.  
 Garrett Creek Rd people using it as drag strip  
 highways and busy streets  
 I-20 exits  
 I-20 is dangerous and congested, SR 61 in Villa Rica congested at times  
 I-20. Carroll really need a park and ride so the Xpress bus can transport people to downtown that live in Carroll-please help us  
 Lake Paradise, Vanwest, US 78, and SR 101  
 McCurdy Rd - curvy  
 Moss Ferry Rd-speeding. Traffic signals in Villa Rica. Stop sign at South Carroll behind Gables Downtown  
 Need turn signal at all roads on bypass esp. Old Newnan Rd!!!  
 Old Airport Rd, US 27  
 Old Newnan Rd needs a turn signal with arrows, and SR 166 Bypass also needs a turning arrow to avoid more accidents. Awful area right now.  
 Red light at Target, Belk, ECT congestion all the way to the Wal-Mart red light  
 Roads through downtown Carrollton are very tight and unsafe.  
 Sandhill Shaely Grove--speeding is an issue  
 Shady Drive- extreme curves

SR 101  
 SR 101  
 SR 101 - Harlan Lane Rd at SR 101  
 SR 101 - Rockmart Rd and SR 101 people don't slow down for bus stops  
 SR 101 and Harlan Lane  
 SR 101 and Industrial Blvd at Rockmart Rd at the 3-way stop sign  
 SR 101 and Rockmart Rd at the 3-way stop sign  
 SR 101 and US 27. SR 101 needs a red light due to traffic backup. US 27 in town is too congested  
 SR 101 and Van Wert. Blind spot needs caution light on Van Wert due to oncoming traffic from SR 101--too many accidents  
 SR 101 cracks and potholes  
 SR 101 in the AM  
 SR 101 lot of accidents  
 SR 101 N, Harlan Lane Rd, Lake Paradise Rd  
 SR 101 near the Villa Rica rec center, bad traffic

SR 113  
 SR 113 and Cedar Point Rd  
 SR 113 and SR 61 Bypass  
 SR 113 and US 27, speeding is an issue  
 SR 113 due to accidents and SR 61 due to accidents and congestion

SR 113 is only two lanes which cause traffic congestion. During rush hours there are lots of trucks and it holds people up trying to get to work. There are lots of downed trees that cause accidents. It needs to be four lanes to be more efficient and trees need trimming.  
 SR 16 - from Carrollton to griffin  
 SR 16 people pass school buses when they are stopped to load & unload kids  
 SR 16, and US 27, these the most frequently used roads for me in my daily life

SR 166  
 SR 166 - Old Newnan at SR 166 Bypass no turn light!  
 SR 166 - Old Newnan Rd and the SR 166 Bypass. Very dangerous to turn here.  
 SR 166 - Old Newnan Rd, SR 61 at SR 166  
 SR 166 Bowdon to Carrollton is crowded at times  
 SR 166 Bypass - Due to traffic lights, it is not a bypass  
 SR 166 east and US 27 south out of the city

SR 166 going straight thru town. There are so many pot holes that have been the same one for at least the last 10 years or more. And South Park St by central high school. On the weekends over there it's like going thru rush hour traffic on I-20.  
 SR 166 in town needs to be wider, and to have sidewalks on each side. There are plenty of pedestrians on that road.  
 SR 166 The bypass and Hay's Mill Rd. Both sides of Hay's Mill gets a green light at the same time, and nobody seems to know when to turn. There have been some wrecks there and I have a NO COST solution. Please PLEASE set the stop lights on Hay's Mill Road so that one side goes, and then the other. We have other intersections in Carrollton where this happens, particularly at South Park St. in front of Chick-Fil-A. Please do something about this intersection!

SR 166 The intersection of the Bypass and Old Newnan Rd. This is a heavily traveled road and a large intersection, yet there is no turn signal for vehicles turning from the by-pass onto Old Newnan. A smart sensor light would only activate the turn signal when a car was present and help to reduce the chances for accidents at this large high-speed intersection.

SR 166 W and Old Newnan Rd. Fatal crashes have happened there. without a turn light, we literally have to dodge other vehicles to get to Old Newnan Rd from SR 166, especially right after 5PM weekdays

SR 61  
 SR 61  
 SR 61  
 SR 61 and Flat Rock Rd  
 SR 61 and intersection of SR 61 and SR 166 - a lot of congestion esp around 5pm. SR 61 at RR tracks US 78 trains blocking roads.  
 SR 61 and US 78 S Carroll Rd  
 SR 61 bc people drive like they are on I-285  
 SR 61 between Villa Rica and Carrollton due to high speed of traffic. No merging lanes to turn onto SR  
 SR 61 congested. US 78 rough congested. I-20 rough holes.  
 SR 61 congestion  
 SR 61 from Villa Rica to Carrollton.uncontrolled development. ugly development.  
 SR 61 needs a left turn into Ithica Elementary  
 SR 61 school zone at Bay Springs during the day (school year)  
 SR 61, especially near the QT. Congestion and rushed drivers. I have seen many accidents at this intersection.  
**SR 61, SR 101 and US 78 because of the congestion and need to make improvements. We really need the North Loop project completed.**

The three-way by Golddust Park  
 they all need work  
 Tyus-Carrollton Rd  
 Tyus-Carrollton Rd, I travel this road often and am aware of number of severe accidents on this road

US 27  
 US 27  
 US 27  
 US 27  
 US 27  
 US 27 Because of the congestion.  
 US 27 - Central High School and US 27 because its too much and not enough room around the school  
 US 27 - Dixie, US 27, Bypass, West GA College  
 US 27 - high amount of traffic, lights not coordinating cause congestion  
 US 27 and SR 166 Bypass  
 US 27 due to the high amount of traffic and lights not changing together causing huge backups.  
 US 27 due to unsafe roadways  
 US 27 in front of Target  
 US 27 is so congested even before all the construction and red lights are awful  
 US 27 it is what I travel most often from home to anywhere  
 US 27 Kroger area - Traffic Congestion with School and New Construction, Old Newnan Rd and SR 166 - Turn Signal Option?  
 US 27 needs sidewalks  
 US 27 starting at Ingles and the Kangaroo traffic light as well as Bankhead Hwy and Bypass  
 US 27, SR 113, US 78, SR 101, SR 61,SR 166  
 US 78  
 US 78 and SR 113 - there is always a holdup and trains always block both of the convenient crossings  
 US 78 and SR 61  
 US 78 and SR 61  
 US 78 in Villa Rica, SR 61 from Villa Rica to Carrollton  
 US 78, SR 61, SR 101 bridge and lanes on ramp to I-20

**Carroll County LRTP**

Within the County, have you experienced traffic backup on roads or at intersections?

Answer Options	Response Percent	Response Count
Yes	71.9%	97
No	28.1%	38
Location(s):		96
	<i>answered question</i>	<b>135</b>
	<i>skipped question</i>	<b>14</b>

Most Common Traffic Backups

SR 101	SR 61	US 27
18%	20%	26%

**Location(s):**

At end of Bypass going toward University/Bowdon  
 Carrollton Bypass  
 Carrollton Home Depot  
 Central Elementary, US 27, SR 113, SR 166  
 downtown  
 Downtown at the square.  
 Hay's Mill Rd, near the Bypass, on school mornings. Traffic going into the Carrollton School system is horrible.  
 HWY at Target  
 I-20 and US 78, Carrollton downtown and US 27 at SR 166 Bypass  
 Mirror Lake/SR 61/US 78/Industrial PKWY  
 only train related  
 Rockmart Rd Villa Rica  
 SR 101  
 SR 101  
 SR 101  
 SR 101 - 3 way at SR 101 and SR 61  
 SR 101 - At Harlan Lane Rd and SR 101 You Can Not Get Out Onto SR 101 In The Morning's Or The Afternoon  
 SR 101 - Harlan Lane Rd and SR 101  
 SR 101 - Harlan Lane Rd and SR 101  
 SR 101 3 way  
 SR 101 and Harlan Lane, SR 101 and Rockmart Rd, and Industrial Blvd  
 SR 101 and Industrial Blvd, SR 61 coming into Villa Rica from Paulding County in the morning and afternoon at intersection with Punkintown Road. SR 61 from US 78 down to South Carroll Dr south of Villa Rica does not appear to have coordinated traffic signals and congestion is often a problem. Congestion in downtown VR is terrible at the intersection of SR 61 and SR 166 as the large trucks try to cross the railroad tracks and go west.  
 SR 101 and SR 61  
 SR 101 and SR 61  
 SR 101 and SR 61  
 SR 101 and SR 61 3 way stop sign  
 SR 101 and SR 61 Villa Rica  
 SR 101 and SR 61, US 27 and the bypass  
 SR 101 At Harlan Lane Rd It Take's A Long Time To Get Into The Hwy.  
 SR 113  
 SR 113  
 SR 113 all the way down because you have rush hour and people trying to get to work and home its only two lanes. Trees need trimming.  
 SR 113 and SR 61 Bypass--slight morning traffic  
 SR 113 north at Northside Dr red light. US 27 South at Publix shopping center  
 SR 16 going into Carrollton  
 SR 166  
 SR 166 - Bypass at SR 166 west  
 SR 166 - Trying to turn on Old Newnan off the Hwy 166 Bypass. Just needs a turn light to fix it.  
 SR 166 bypass  
 SR 166 Bypass at SR 166, and spot along US 27 within the city limits of Carrollton  
 SR 166 east and US 27 south  
 SR 61  
 SR 61  
 SR 61  
 SR 61  
 SR 61 - Both SR 113 and SR 61  
 SR 61 - Mirror Lake Blvd. (Punkintown Rd)  
 SR 61 - Mirror Lake Blvd, (Punkintown Rd) and SR 61  
 SR 61 - Mirror Lake Rd and SR 61 (Dallas Hwy)  
 SR 61 - Whitworth Rd @ SR 61  
 SR 61 @ SR 166, SR 61 @ SR 100  
 SR 61 and Industrial Blvd  
 SR 61 and Mirror Lake Blvd  
 SR 61 and Mirror Lake Rd  
 SR 61 and SR 101  
 SR 61 and SR 101 traffic. SR 61 and Mirror Lake Intersection  
 SR 61 in Villa Rica  
 SR 61 to Carrollton  
 SR 61 turning onto SR 101 in Villa Rica  
 SR 61 VILLA RICA AND CARROLLTON  
 Straight shot to SR 16 from Elementary school  
 Stripling Chapel Road  
 Traffic signal by Golddust Park  
 Tyus Rd (in Bowdon) that leads to schools during mornings and afternoons  
 US 27  
 US 27  
 US 27  
 US 27  
 US 27 - city square in Carrollton and on US 27 near Publix  
 US 27 - Dixie St, Southwire, Target area  
 US 27 - South US 27 from the intersection of Central High Rd towards Stripling Chapel Rd. North US 27 from the Bypass intersection towards the intersection of Walgreens/Trojan Dr.  
 US 27 (South Park St), Sr 166 (Maple St)  
 US 27 (South Park)  
 US 27 (South Park) St by central high school  
 US 27 @ Kangaroo and Ingles all the way to Wal-Mart  
 US 27 and Bypass  
 US 27 and SR 166 Bypass  
 US 27 and SR 61  
 US 27 and US 78 as well as SR 61 and SR 166  
 US 27 at the bridge near the high school  
 US 27 but the new construction should help  
 US 27 Carrollton  
 US 27 even before construction began  
 US 27 even before construction began  
 US 27 from Alabama St. to passed the bypass  
 US 27 from Kroger to SR 113, Bypass  
 US 27 in Carrollton  
 US 27 South  
 US 27, but the new bridge will relieve that.  
 US 78 & SR 61 intersection has needed improvement for many, many years. It gets more congested & backed up over time. These are state & federal highways. Stop treating this area of Villa Rica as the arm pit of Carroll County. It should be a shining star (like Carrollton).  
 US 78 and SR 113  
 US 78 and SR 113 traffic signal  
 US 78 and SR 61  
 US 78 and SR 61  
 Villa Rica

## Carroll County LRTP

Within the County, have you experienced a need for a signal or stop sign at an intersection?

Answer Options	Response Percent	Response Count
Yes	48.5%	63
No	51.5%	67
Location(s):		58
	<i>answered question</i>	<b>130</b>
	<i>skipped question</i>	<b>19</b>

### Location(s):

4 way at S Van Wert, Hickory Level Rd needs traffic signal  
 75 Whitworth Rd  
 Bowdon Middle finally got one  
 Carroll Rd Wal-Mart entrance  
 Hickory Level Extension at South Carroll behind Wal-Mart at the Apartments there.  
 Home Depot  
 I Have They Need To Build A roundabout At Harlan Lane Rd On SR 101 Near Lake Paradise Rd I Believe This Would Help  
 I-20 @ Mirror Lake Blvd. exit  
 I-20, Exit 24 going east  
 in front of the high school  
 Most places have been fixed already  
 need turn signal at SR 166 W (bypass) at Old Newnan Rd. need turn signal at Hwy 113 onto Hwy 78 west in Temple  
 Old Newnan Rd and Cross Plains Rd  
 Old Newnan Rd Crossing onto Cross Plains Rd  
 Old Newnan Rd traffic turn signal  
 South Carroll Rd  
 South Wire Dr/Fertila  
 SR 101  
 SR 101 (Rockmart Rd and Industrial Blvd)  
 SR 101 and Harlan Lane. They Need To Consider About Putting A Three Way Stop At Harlan Lane Rd And SR 101 Or A roundabout At This Location.  
 SR 101 and Industrial Blvd  
 SR 101 and Industrial Blvd, Rockmart Rd, SR 101 and Harlan Lane and Legion Lake Rd  
 SR 101 and Industrial Pkwy  
 SR 101 and SR 61  
 SR 101 and SR 61 Villa Rica  
 SR 101 and SR 61, 3 way  
 SR 101 North At Harlan Lane Rd They Need A Round About I Believe That Would Help With The Problem

SR 113 in front of Sharp Creek Elementary School. Very dangerous for parents and buses commuting children to school. Cars travel too fast, even in the school zone. There are no shoulders.  
 SR 113--can't pull off our street onto HWY at certain times of the day  
 SR 16  
 SR 16 and Mt Zion School  
 SR 166 (The Newnan Rd) bypass intersection needs left turn lights on US 27a/SR16, Newnan Rd.  
 SR 166 @ End of Burwell Road to enter at the top of a hill crossing into Steak and Shake  
 SR 166 By-Pass and Old Newnan Road. A turn signal is needed for traffic turning from the Bypass onto Old Newnan Rd.  
 SR 166 Bypass at Old Newnan Rd  
 SR 166 Bypass at Old Newnan Rd  
 SR 61 @ Whitworth Rd  
 SR 61 and Dyer Rd  
 SR 61 and Ithica Elementary  
 SR 61 and Ithica Gin  
 SR 61 and Mirror Lake Blvd  
 SR 61 near the QT needs a left turn signal.  
 Steak and Shake  
 There's an intersection at hays mill road and the bypass that should get a signal light. There has been to many close calls over there when I have been thru there.  
 They Need To Put A Stop Sign Three Way Or A roundabout  
 To many to name  
 too many now  
 Traffic signal by Golddust Park  
 Turn light at Old Newnan and Bypass  
 US 27 and Millers Academy  
 US 27 and Spring St.  
 US 27 at Gray Rd. Very dangerous. Needs a red light. Also, intersection of SR 61 and Kinney Lake/Flat Rock Rd....new turn signal never comes on.  
 US 78 and Rocky Branch  
 US 78 and Rocky Branch during the school year--not safe for kids  
 US 78 and Rocky Branch Rd at entrance to VR High School. The worst intersections in Villa Rica is at SR 101 and Industrial Blvd and at Industrial Blvd and Industrial Court E and W just north of the railroad.  
 US 78 and SR 113 in Temple  
 US 78 NEAR VILLA RICA HIGH SCHOOL.

## Carroll County LRTP

Within the County, have you experienced a lack of on-demand, rural or public transit services?

Answer Options	Response Percent	Response Count
Yes	32.6%	43
No	67.4%	89
Location(s)		13
	<b>answered question</b>	<b>132</b>
	<b>skipped question</b>	<b>17</b>

### Location(s)

Countywide  
Everywhere  
everywhere

I have only seen public transit at West Georgia College and that's all.

I often have students who need medical/dental care and they lack transportation in getting there.

I would love a city bus system.

In The County

inside the city

public transit options especially within the City and getting people to the DOWNTOWN area to expand business would be a huge boost to our economy. Plus, running transit from the University to downtown would also increase safety with DUI issues.

There Need's To Be A Transit Service For The County Tax Payers

there should be some sort of public transportation through Carrollton, from one end of Carroll County to the other throughout the county

## Carroll County LRTP

### Within the County, have you experienced a lack of roadway shoulders?

Answer Options	Response Percent	Response Count
Yes	34.1%	44
No	65.9%	85
Location(s)		35
	<b>answered question</b>	<b>129</b>
	<b>skipped question</b>	<b>20</b>

### Location(s)

All over county

All over GA. They have been removing them on the roads every where. Makes for the lack of places to pull over for an emergency like a flat tire or a accident.

All The County Road's Need To Be Looked At

Cross Plains Rd

Cross Plains Rd

East Davis Bridge Rd, East Lake Buckhorn Rd - too narrow, I get run off the roads several times a month because someone is on my side.

everywhere

everywhere

everywhere

everywhere

everywhere in county

Five Points Rd, SR 113, Newnan Hwy

I The North End Of The County

Lovvorn Rd and Pleasant Hill Rd

many locations

US 27 near Northside Dr

Recently repaired Old Newnan Rd

Sandhill Shady Grove

Shady Grove Rd

Some places

SR 101

SR 113

SR 113

SR 113

SR 113

SR 16, near Mt Zion, near the john tanner park, area

SR 61 @ Carroll Rd

Stripling Chapel Rd

These are a hazard! I came from an area that has at least 2ft to 3ft wide shoulders on all roads.

They Need To Cut The Grass More Than Letting It Grow Up

Too many to name

Tyus-Carrollton Rd

Tyus-Carrollton Rd

Vanwest

## Carroll County LRTP

### Within the County, have you experienced a lack of sidewalks?

Answer Options	Response Percent	Response Count
Yes	49.6%	65
No	50.4%	66
Locations(s)		49
	<b>answered question</b>	<b>131</b>
	<b>skipped question</b>	<b>18</b>

### Location(s)

all  
 All of Villa Rica. US 78 and SR 101  
 all over  
 all over Temple people walk because no transportation to get them to Carrollton, Villa Rica, and people walk on highways because there are no sidewalks or four lanes.  
 Almost all county roads.  
 SR 166  
 SR 166  
 SR 166 from Northside Dr to downtown.  
 Bowdon  
 Brown St from the County Administration building to Stewart  
 Carrollton, Whitesburg, Clem and many others.  
 everywhere  
 everywhere  
 everywhere  
 everywhere  
 everywhere  
 everywhere  
 from Hickory Falls Apartments to Walmart there are no sidewalks on Hickory Level and there are many people that walk from the apartments to Walmart along a highly traveled road, also no cross walks at SR 61 and Hickory Level but there are at South Carroll and SR 61 which is odd since there are no sidewalks even leading to that intersection.  
 Hickory Level by the apartment complex  
 in the city limits  
 Lake Paradise and Vanwest  
 Legion Lake Rd  
 many location  
 SR 166 (Maple St)  
 most main roads  
 Mt Zion  
 no sidewalks  
 No sidewalks in County  
 Old Newnan Rd, Cross Plains Rd  
 S. Carroll Rd near Walmart and beyond towards SR 61.  
 South Carroll Rd  
 SR 100 south of Bowdon  
 SR 101  
 SR 101 and Harlan Ln  
 SR 113 in Temple  
 SR 113--lots of people walk, ect from the beginning to bypass  
 SR 61  
 SR 61 @ Carroll Rd  
 SR 61 and Hickory Level Road  
 There aren't side walks everywhere as of yet.  
 They Need To Build More Sidewalk On Major Hwy's In Carroll County So People Will Get Out Of The Road Walking  
 They Need To Think About Building Some On The State Route Like SR 101 , US 78, SR 61  
 throughout the county  
 US 78  
 US 78 through Villa Rica especially from west of Dogwood Street to downtown. SR 61 south of Villa Rica has some erosion problems that need repairs.  
 Various locations  
 Villa Rica around shopping centers  
 Walker Street into downtown

## Carroll County LRTP

### Within the County, have you experienced a lack of bicycle routes?

Answer Options	Response Percent	Response Count
Yes	43.8%	57
No	56.2%	73
Location(s)		34
	<b>answered question</b>	<b>130</b>
	<b>skipped question</b>	<b>19</b>

### Location(s)

all  
 All around the County  
 All over  
 All over Temple  
 Almost all county roads.  
 Along SR 61 from intersection at the V-Plex back toward Interstate.  
 back roads  
 Bowdon  
 Carroll, Temple  
 Cedar Point Rd in the Oakgrove/Temple area  
 everywhere  
 everywhere  
 everywhere  
 everywhere  
 everywhere  
 Everywhere except the greenway in Carrollton.  
 SR 101 at Harlan Lane and Industrial Blvd, US 78  
 I don't ride my bicycle on the road, but notice that we do not have bike lanes.  
 in the city limits  
 most roads  
 no sidewalks  
 none  
 SR 101  
 SR 101, SR 61, and Rockmart Rd  
 SR 113  
 SR 61 @ Carroll Rd  
 The whole county  
 There are no bicycle routes in Villa Rica and we need them.  
 There are no bicycle routes any where in Carroll  
 there are none  
 There isn't enough bike routes thru out the county. If you include all the roads that is.  
 They Need To Build Something On The Side Of The Highway's And Get Them Off The Highway  
 throughout the county except for Carrollton Greenbelt  
 Villa Rica

**Carroll County LRTP**

<b>Within the County, have you experienced a need for turn lanes?</b>		
<b>Answer Options</b>	<b>Response Percent</b>	<b>Response Count</b>
Yes	33.3%	44
No	66.7%	88
Location(s)		34
	<b><i>answered question</i></b>	<b>132</b>
	<b><i>skipped question</i></b>	<b>17</b>

**Location(s)**

75 Whitworth Rd  
 All over  
 All Over The County  
 Bowdon light needs turning signals at road fork and other roads leading to Ranburn  
 Downtown Villa Rica, US 78 at Gabes Rd  
 Home Depot  
 Intersection of Old Muse Rd and SR 113 (Carrollton St.) in front of Sharp Creek Elementary School.  
 Ithica Elementary  
 Mt Zion School and SR 16  
 Need more HWYS SR 113, 61, 166  
 Old Newnan Rd & Bypass  
 S Carroll Rd at Talbert Ave  
 SR 101  
 SR 113 and West Hickory Level Rd, SR 113 and Old Muse Rd  
 SR 113 onto US 78 West in Temple  
 SR 113, SR 61 north of Villa Rica  
 SR 166 At Newnan Rd  
 SR 166 off ramp onto US 27  
 SR 166/61, between Carrollton and Villa Rica it would be helpful to have a turn lane at every intersection where you can turn right. When slowing down to turn I have many times felt unsafe because the wanna-be NASCAR idiots will NOT slow down. This could be taken care of with SPLOST money.  
 SR 61 from SR 166 turn lanes to South Carroll need to be lengthened. Turn lanes are desperately needed on SR 101 at the intersection Industrial E and W Court. and at Industrial Blvd and SR 101 (Rockmart Rd.).  
 SR 61 needs turning lanes  
 SR 61 S @ Ithica Elementary  
 SR 61 South @ Whitworth Rd  
 SR 61 turning into school  
 They Need To Add More Turn Lane's In The City Of Villa Rica And In The County Also  
 turning lane extension at SR 101 and Industrial Blvd. Need turning lane for SR 101 and Rockmart Rd  
 US 27 @ Roopville Rd. turn lane needed near Baptist Church; also more turn lanes could be added for SR 61 towards Villa Rica from Carrollton  
 US 27 and SR 166  
 US 27 to turn to Clinic Ave is too short  
 US 78  
 US 78 / Leslie Dr in Villa Rica  
 US 78 and SR 113  
 US 78 in Villa Rica  
 US 78, SR 113 need turning lanes going to and from Carrollton.

## Carroll County LRTP

### Within the County, have you experienced any transportation safety issues?

Answer Options	Response Percent	Response Count
Yes	40.2%	51
No	59.8%	76
Location(s):		42
	<b>answered question</b>	<b>127</b>
	<b>skipped question</b>	<b>22</b>

### Location(s):

around GHES  
 Bus #1011 pickup locations on Magnolia Park to GHES  
 Bus stop sign needed at 391 Reed Rd in Villa Rica  
 buses leaving schools  
 Carrollton  
 Carrollton square  
 Cedar Point Rd in the Oakgrove/Temple area  
 East Davis Bridge Rd, East Lake Buckhorn Rd - too narrow, I get run off the roads several times a month because someone is on my side. Also US 78 & SR 61 intersection has needed improvement for many, many years. It gets more congested & backed up over time. These are state & federal highways. Stop treating this area of Villa Rica as the arm pit of Carroll County. It should be a shining I-20 between Exits 24 and 26 collects water during heavy rains and vehicles too often hydroplane and cause accidents and fatalities.  
 I-20 from Exit 11 having to drive uphill to get on interstate  
 lack of turning lanes on Bypass  
 No Shoulders on side roads  
 On SR 166 there are some pot holes that I have gone over and felt my car move over some to make it hard to be driving in a straight line. There are way to many pot holes, and I find myself avoiding them every chance I can.  
 People entering HWY at Tyus road and on roads entering the bypass do not yield to traffic on the road  
 People entering US 27 at Tyus Rd and on roads entering the bypass do not yield to the traffic on the road  
 roundabout in Whitesburg is too narrow  
 South Carroll Road  
 SPEED  
 Speed limits along S. Carroll Rd, especially downhill towards City of Villa Rica.  
 SR 101  
 SR 16  
 SR 61  
 SR 61 (speedway and/or parking lot)  
 SR 61 @ Whitworth Rd  
 SR 61 and Dyer Rd  
 SR 61 and Flat Rock Rd  
 SR 61 school zones  
 stop sign on South Carroll behind Gables downtown in VR  
 the fact that everyone drives these majorly huge vehicles and don't like to stay in their lane, I've been run off the road MANY times, the lanes are very narrow. On Hog Liver Rd, and on SR 16 in Mt Zion narrow roads and very low or no shoulder.  
 The road between Home Depot and Steak and Shake  
 They Need To Build The Villa Rica North Loop To Help With Safety Issues  
 SR 166 east and US 27 south too many cars and not enough lanes  
 Too many speeders and tailgaters. Too many who ignore red lights. No traffic law enforcement.  
 US 27  
 US 27 and SR 166 from SR 113 to Alabama St intersection  
 US 78 and SR 113  
 US 78 and SR 61  
 U-turns at SR 61 and rock quarry  
 Vanwest/Rockmart Rd  
 Wesley Chapel Rd, Harvard Park Subdivision cannot see oncoming traffic due to trees  
 When Pulling Out Of Harlan Lane Rd Onto SR 101 It Is A Safety Issues They Have A Lot Of Wreck's At This Location.  
 witness cars passing buses

## Carroll County LRTP

Within the County, do you know of roadways where excessive speeding is a problem?

Answer Options	Response Percent	Response Count
Yes	48.1%	62
No	51.9%	67
Location(s)		53
	<b>answered question</b>	<b>129</b>
	<b>skipped question</b>	<b>20</b>

### Location(s)

All Over The County

Bypass

Cedar Point Rd

Cedar Point Rd in the Oakgrove/Temple area

SR 61 (Dallas Hwy) near Tanner VR

Farmers High to Roland Rd and Garrett Creek Rd in Bowdon

Five Points Rd

Harlan Lane Rd, Ledbetter Rd, McCurdy Rd

Honestly, everywhere.

Liberty Rd coming over hill at gas station

Manderville Rd and Millers Academy Rd

Morgan Rd

Moss Ferry and Sandhill Hullett Rd

Most backroads

Northside Dr

Northside Drive (Bypass)

On the Bypass

On the Bypass between SR 166 and Maple St, especially on school mornings between 7 and 8:30 a.m. It's off the races. I have at times tried to keep up to see just how fast cars are going and some have had to have been going in excess of 75 mph. Pleasant Hill Rd between SR 166 and Oak Mountain. The speed limit is 45 and I have idiots tail-gating me all the time, and they often pass on the double yellow line. Also, SR 166/61 between Carrollton and Villa Rica.

Price Rd, SR 61 - especially at Bay Springs Middle School when the lights are flashing in the school zone area. People never slow down. Hickory Level Rd. Sand Hill Shady Grove Rd.

Punkintown Rd

Rockmart Rd or SR 101 North

Sandhill Shady Grove

See above

Shady Grove

SR 101

SR 101 and N&S Van Wert Rd

SR 113

SR 16 between Carrollton and Whitesburg

SR 166- SandHill-Hulett Rd

SR 166, leaving Carrollton going to Villa Rica

SR 5, US 27, SR 166

SR 5 right past the roundabout

SR 61

SR 61 and SR 166

SR 61 between Carrollton and Villa Rica. Esp around Sandhill area including passing stopped school buses.

SR 61 between Villa Rica and Carrollton

SR 61 from Carrollton to Villa Rica, and SR 166 Bypass.

SR 61 S

SR 61 school zones

They Need To Patrol Harlan Lane Road More And Ledbetter Rd And McCurdy Rd More And Have More Road Block's To Get The Speeders Off These Road.

Tyus Rd

Tyus-Carrollton Rd

US 27 and SR 5

US 27 and SR 61

US 27, and SR 113 and SR 166

US 78

US 78 and SR 61

## Carroll County LRTP

### Within the County, have you experienced any problems with tractor-trailer trucks?

Answer Options	Response Percent	Response Count
Yes	23.9%	32
No	76.1%	102
Location(s)		28
	<b>answered question</b>	<b>134</b>
	<b>skipped question</b>	<b>15</b>

### Location(s)

SR 166 to square to Lazy Donkey

Blandenburg Rd

Bypass

Cedar Point Rd in the Oakgrove/Temple area--trucks turning around in intersections

Dixie Street, Southwire, US 27 area

Downtown Villa Rica at the intersection of SR 61 and Montgomery (US 78)

everywhere...too fast

I-20 Exit 11

In front of Carlise in Bowdon at the light

SR 101 (Industrial Blvd) and US 78

Louvorn (?) Rd--cross yellow lines at curves

Not really; I feel sorry for them because of the traffic.

On Bowdon-Tyus Rd. They cut-thru from SR 100 in Bowdon to SR 5 in Tyus

SR 101 (Rockmart Rd)

Sometimes in Carrollton they can't make their turns without having traffic back up in their lanes, especially at Alabama St/US 27.

Sometimes They Will Come Up Harlan Lane To Cut Over To SR 61 North

SR 101 excessive speeding

SR 113

SR 113 needs to be four lanes

SR 113 north between Carrollton and Temple

SR 61

SR 61 and SR 101

US 27 and SR 113

US 27, runs north & south

US 27. Especially logging trucks that run the red lights.

US 78 & SR 61 intersection has needed improvement for many, many years. It gets more congested & backed up over time. These are state & federal highways. Stop treating this area of Villa Rica as the arm pit of Carroll County. It should be a shining star (like Carrollton).

US 78 and SR 113

## Carroll County LRTP

Within the County, have you experienced difficulty trying to get onto a road?

Answer Options	Response Percent	Response Count
Yes	41.1%	53
No	58.9%	76
Location(s)		46
	<b>answered question</b>	<b>129</b>
	<b>skipped question</b>	<b>20</b>

### Location(s)

at the end of Burwell Rd entering the highway  
 At the end of Burwell Rd entering the hwy  
 SR 166 (Bankhead Hwy) in Carrollton  
 beside the Dollar General  
 Cedar Point Rd in the Oakgrove/Temple area  
 I20 Liberty Rd exit ramp onto Liberty Rd in Villa Rica  
 SR 61 left turns  
 Mt Zion School and SR 16 need traffic signal  
 N Van Wert and SR 101 are very dangerous  
 No light at Mirror Lake Blvd. exiting from I-20 and turning left is difficult.  
 Oak Grove Rd and US 27  
 Old Camp Ch. Road onto Tyus-Carrollton Rd.  
 Old Newnan at Bypass  
 Rocky Branch and US 78 and Industrial Blvd and SR 101.  
 RR tracks at Temple onto SR 113 to and from Carrollton  
 S Carroll Rd at Talbert Ave  
 S. CARROLL RD.FROM WALMART SHOPPING CENTER VILLA RICA AREA.  
 SR 101  
 SR 101 and Harlin Lane  
 SR 101 and SR 61  
 SR 101. At Harlan Lane Rd And SR 101 And Lake Paradise Rd  
 SR 101. At Harlan Lane Road And SR 101 And Lake Paradise Rd And SR 101  
 SR 101. From Harlan Lane Rd onto SR 101 (Rockmart.)  
 SR 101. Harlan Lane Rd And SR 101  
 SR 101. Harlan Lane Rd And SR 101  
 SR 101. Lake Paradise/Rockmart Rd  
 SR 101. onto SR 101 from Harlan Lane  
 SR 16 at Mt. Zion Elem.  
 SR 61  
 SR 61 and Dyer Rd  
 SR 61 and Mirror Lake Rd  
 SR 61 from Chicfila or Racetrack going left or right  
 SR 61. US 27 South at Gray Rd.  
 Steak and Shake and Home Depot  
 Styles Service Station  
 trying to enter SR 166 between Carrollton and where it turns right and meets SR 61.  
 Trying to turn onto anywhere along US 27.  
 US 27  
 US 27 and SR 113  
 US 27 and SR 113  
 US 27 and SR 166  
 US 78 and Leslie Dr  
 US 78 and Rocky Branch Rd. Northside Dr from any side road  
 West Brooke and SR 16  
 Westview Dr at US 78 (West Bankhead Hwy)  
 Whitworth Rd @ SR 61

## Carroll County LRTP

### Within the County, have you been unable to pass slow moving vehicles?

Answer Options	Response Percent	Response Count
Yes	36.9%	48
No	63.1%	82
Location(s)		36
	<i>answered question</i>	<b>130</b>
	<i>skipped question</i>	<b>19</b>

### Location(s)

all over  
 all over  
 can't pass in Villa Rica  
 most every rural roadway  
 no shoulder  
 only on 2-lane roads  
 SR 101 (Rockmart Rd)  
 SR 100  
 SR 100  
 SR 100 between Bowdon and Ephesus....lots of tractors.  
 SR 101  
 SR 101  
 SR 101  
 SR 101  
 SR 101  
 SR 113  
 SR 113  
 SR 113  
 SR 113  
 SR 113 between Carrollton and Temple  
 SR 113 from Temple to Carrollton.  
 SR 113 going toward Temple  
 SR 113 needs to be four lanes  
 SR 113 too dangerous too pass  
 SR 113 Tractors  
 SR 16  
 SR 166  
 SR 166 Bowdon to Carrollton  
 SR 166 toward Douglas.  
 SR 5  
 SR 61  
 SR 61 every morning and afternoon  
 The three way by Golddust Park  
 US 27 and SR 16  
 US 27 within city limits and SR 166 (Bankhead)  
 US 78  
 US 78 BETWEEN VILLA RICA AND TEMPLE.

## Carroll County LRTP

### Within the County, have you experienced problems at railroad crossings?

Answer Options	Response Percent	Response Count
Yes	25.2%	33
No	74.8%	98
Location(s)		27
	<i>answered question</i>	<b>131</b>
	<i>skipped question</i>	<b>18</b>

### Location(s)

all of them when the trains stop

All the crossings in Villa Rica.

Bradley St and Dixie St

City of Villa Rica (US 78 and S. Carroll Rd.); trouble crossing over to sidewalk as a pedestrian to get to sidewalks/public amphitheater.

Cleghorn

Conners Rd

downtown

Downtown Villa Rica

Downtown Villa Rica

I was crossing the railroad tracks off US 78 and there were big holes and it looked as if a train had caused the hole. But I'm happy to say that I went back a week later and the holes were repaired.

SR 101 (Industrial Blvd)

SR 101 (Industrial Blvd)

SR 101 (Industrial Pkwy) in Villa Rica

Millers Academy Road at the gas lines

My wife did - on Stripling Chapel Rd one morning on the way to school where she works. The arms were down for more than 10 minutes and she turned around and went the other way.

On SR 101 At Industrial Blvd Near The Fire Station And Also Downtown Temple, GA

Southwire Dr

SR 16 at Laurel Lane. Very dangerous.

SR 61 and N Van Wert are uneven

SR 61 Villa Rica

Stripling Chapel Rd.

Temple

Temple

Temple and Villa Rica in the morning before school

Temple and Whitesburg

Trains often stop and block crossings

Villa Rica

**Carroll County LRTP**

**Within the study area, have you experienced any other transportation problems?**

Answer Options	Response Percent	Response Count
Yes	11.4%	14
No	88.6%	109
Location(s)		12
	<i>answered question</i>	<b>123</b>
	<i>skipped question</i>	<b>26</b>

**Location(s)**

Beaverpond Rd  
 Bicycles on curvy side roads  
 DEAD ANIMALS NOT PICK UP IN TIMELY MANNER. WATER STANDING ON ROAD S. CARROLL RD.  
 East Davis Bridge Rd, East Lake Buckhorn Rd - too narrow, I get run off the roads several times a month because someone is on my side. Also US 78 & SR 61 intersection has needed improvement for many, many years. It gets more congested & backed up over time. These are state & federal highways. Stop treating this area of Villa Rica as the arm pit of Carroll County. It should be a shining star (like Carrollton).  
 grass needs to be cut for visibility reasons  
 Need To Do A lot Of Roadway Improvement's  
 Old Newnan Rd and Cross Plains Rd  
 Old Newnan Rd crossing onto Cross Plains Rd  
 Speed trap going US 27 north where it goes downhill 40-50 mph  
 SR 113 to/from Carrollton, Temple RR crossings are a big problem  
 SR 61 and I-20  
 US 27

**Carroll County LRTP**

Considering questions 6-19, what transportation issue in the County do you feel is most in need of improvement? Issue(s) and Location(s):

Answer Options	Response Count
	90
<i>answered question</i>	<b>90</b>
<i>skipped question</i>	<b>59</b>

Signal	Traffic/ Congestion	Transit	Road Maintenance	Speeding/ Enforcement	Widening	RR	Sidewalks	Intersection
18	6	11	5	8	7	4	8	6

Theme	Response Text
road maintenance	Beaverpond Rd has several potholes and cracks and it needs repaving.
road maintenance	potholes, narrow roads, and blind areas
road maintenance	potholes, sidewalks, and bike lanes
road maintenance	roads have too many potholes
RR	railroads
RR	RR crossings and repair/repave existing roads
RR	RR tracks in Temple needs a bridge over them. SR 113 needs four lanes.
RR	US 78, SR 113, and railroad crossings
sidewalks	In general, sidewalks could encourage more walking as a healthier lifestyle choice while cleaner emissions could contribute to air quality/safety measures.
sidewalks	sidewalks
sidewalks	sidewalks
sidewalks	sidewalks and bike trails would be nice, make it safer for those who don't drive
sidewalks	Sidewalks. Need more everywhere.
sidewalks	There aren't enough sidewalks
sidewalks	There needs to be more sidewalks in the lower income areas
sidewalks	turn lanes and sidewalks
signal	3 way at SR 101 and SR 61 needs traffic signal
signal	additional signals and stop signs needed
signal	At Sharp Creek Elementary, I have witnessed several near collisions as people are trying to get to and from the school. The problem is there is no light or turn signal. Vehicles travel above the posted speed limit and do not
signal	slow down in the school zone despite the flashing light and 45 mph sign.
signal	Caution light on Van Wert, blind turn onto SR 61 and SR 101 heading to I-20. Need better sight line at intersection of I-20
signal	Chicfila needs traffic signal at SR 61
signal	Many run through the 4 way without stopping. Very dangerous
signal	More red lights are needed and RR crossings need smoothing
signal	need traffic signals instead of stop signs
signal	North Loop project in Villa Rica with addition of traffic signals and turn lanes on both ends. This would eliminate most 18 wheel truck traffic in downtown.
signal	red lights
signal	Red lights need to work together-right now they cause congestion
signal	Stoplights needed in some areas
signal	The four way stop sign, a lot of people have run through them without stopping. It's a very dangerous area to travel through.
signal	The intersecting roads of Center Point Rd and Oak Grove. Speeding around the curve, not stopping at stop sign, and turning around in the intersections.
signal	The intersection at Steak and Shake needs a traffic signal
signal	They Need To Consider SR 101 Area Between Industrial Blvd And Three Way Stop North Of This Area.
signal	Turn light at SR 166 W onto Old Newnan Rd
signal	Turn signals at SR 166 Bypass and Old Newnan Rd
speeding/enforcement	#14 The excessive speeding and lack of right turn lanes on SR 61 between Carrollton and Villa Rica. DANGEROUS
speeding/enforcement	14, because there are too many people breaking laws in these areas.
speeding/enforcement	Law enforcement needs to be consistent .
speeding/enforcement	reduce speed limit on SR 101
speeding/enforcement	Speeding mostly.
speeding/enforcement	speeding on Liberty Rd
speeding/enforcement	speeding on Moss Ferry and Sandhill Hullett Rd
speeding/enforcement	Too many people speed through school zones
Traffic/congestion	#6
Traffic/congestion	At end of bypass extend four lanes all the way to the red light. The 4 lanes end and cause congestion at lights
Traffic/congestion	traffic congestion in certain areas
Traffic/congestion	Traffic flow and congestion around schools and major businesses such as Southwire and Public transit options.
Traffic/congestion	traffic flow on SR 61 and US 78
Traffic/congestion	Traffic jams
transit	Bus system
transit	bus transportation
transit	improving safety and public transportation
transit	more commuter options needed
transit	more transit options needed and bigger clearer roads
transit	Public transit
transit	Public transit is needed
transit	public transit needed
transit	Public transit needed
transit	There should definitely be public transportation throughout Carroll County.
transit	we need some form of inner city bus line or van line to help people commute around inside the city.
widening	East Davis Bridge Rd, East Lake Buckhorn Rd - too narrow, I get run off the roads several times a month because someone is on my side. Also US 78 & SR 61 intersection has needed improvement for many, many years. It
widening	gets more congested & backed up over time. These are state & federal highways. Stop treating this area of Villa Rica as the arm pit of Carroll County. It should be a shining star (like Carrollton).
widening	Lack of shoulders on Tyus-Carrollton Rd
widening	redirecting Harlan Lane onto SR 101/traffic light/turn lanes needed at Industrial Blvd and SR 101-Rockmart Rd
widening	turning lane at Punkintown Rd and SR 61
widening	turning lanes mentioned
widening	all
widening	All of SR 166 (Bankhead Hwy) from Alabama St to the outside of town
widening	all of the above
widening	All Of Them
widening	at the end of the bypass extend four lanes all the way to the red lights. The four lanes end and go back to two lanes which causes long lines and then goes back to multiple lanes at the red light.
widening	Buses leaving schools alternate routes needed to avoid collisions
widening	central and Carrollton schools are terrible
widening	Everything is great
road maintenance	grass overgrowth- medians (Dyer Rd and SR 61) and byways and bad roads
intersection	SR 101. Harlan Lane Rd and SR 101
intersection	SR 101. Harlan Lane Rd and SR 101
intersection	My Pleasant at SR 61 and Oak MTN at HWY16
intersection	Not sure
intersection	protection from expanding roads and adding new ones (such as that once proposed western arc idea). We do not need or want additional traffic attracted by new and bigger roads. Definite threat to the rural life and scenery
intersection	we enjoy.
intersection	US 27 (South Park St)
intersection	SR 101 traffic in AM
intersection	SR 16,,many people use this, connector to I-75 at Griffin
intersection	SR 61
intersection	SR 61
intersection	SR 61 and Flat Rock Rd
intersection	Target shopping center needs better exits
intersection	US 27 at all intersections especially the first three or four in the city limits from SR 113
intersection	US 27 from Walmart to Tractor Supply
intersection	Villa Rica and Carrollton city streets
widening	Widen Tyus-Carrollton Rd and straighten our curve at "double brides area near intersection of Brock Rd

## Carroll County LRTP

Are there additional comments or concerns about transportation in the County?

Answer Options	Response Count
	28
<i>answered question</i>	<b>28</b>
<i>skipped question</i>	<b>121</b>

### Response Text

391 Reed Rd. Villa Rica bus stop in blind curve--please post warning sign  
Curious how soon we could expect the emission stickers to cover this county?

East Davis Bridge Rd, East Lake Buckhorn Rd - too narrow, I get run off the roads several times a month because someone is on my side. Also US 78 & SR 61 intersection has needed improvement for many, many years. It gets more congested & backed up over time. These are state & federal highways. Stop treating this area of Villa Rica as the arm pit of Carroll County. It should be a shining star (like Carrollton).  
fix the roads!

FOUR LANE ROADS SIGNS NEEDS TO BE POSTED IF YOU NEED TO STOP FOR SCHOOL BUS LOADING AND UNLOADING. SOME FOUR LANES ARE DIVIDE AND SOME ARE NOT ,AT WHICH ONE WOULD STOP FOR BUSES.

Hopefully They Will Build The Villa Rica North Loop Soon

I enjoy the biking routes that have been established in the southern part of the County very much and wish that we had them in the north part of the county.

In need of street light at the red lights in Roopville, there have been a couple of cases in which a person driving went down or up the wrong side of the road going toward Carrollton.

Jaywalkers around Family Dollar to Handee Market on US 27

Maintain is better than adding new roads or wider roads as there is serious concern that we will loose the rural character of the county.

more buses needed

no

no

no

no

no

no

no

No but thank you for the opportunity to express my concerns. I really hope you can do something about the 166/Hay's Mill Rd. Intersection. Remember, my idea is a NO COST solution!

None

Only thing I can say is please fix the pot holes. The state doesn't pay for out tires, wheels or even labor if something happens.

People who walk and ride bikes are at risk because there aren't enough sidewalks

Please reline the roads with reflective paint and or replace and add reflectors

RR tracks in Temple needs a bridge over them. SR 113 needs four lanes.

Thankful for the great job you do to keep us safe and moving! :)

thanks for addressing these issues

Traffic on Vanwert, drivers use it as a cut through to avoid traffic on SR 61

Would like to see more crackdown on speeders, particularly the rural roads.