FAYETTE TRANSPORTATION PLAN

PUBLIC MEETINGS ROUND 1

Display Boards

FAYETTE TRANSPORTATION PLAN

The follow information was on display at two public meetings held on Thursday, March 1 and Tuesday, March 6 2018.

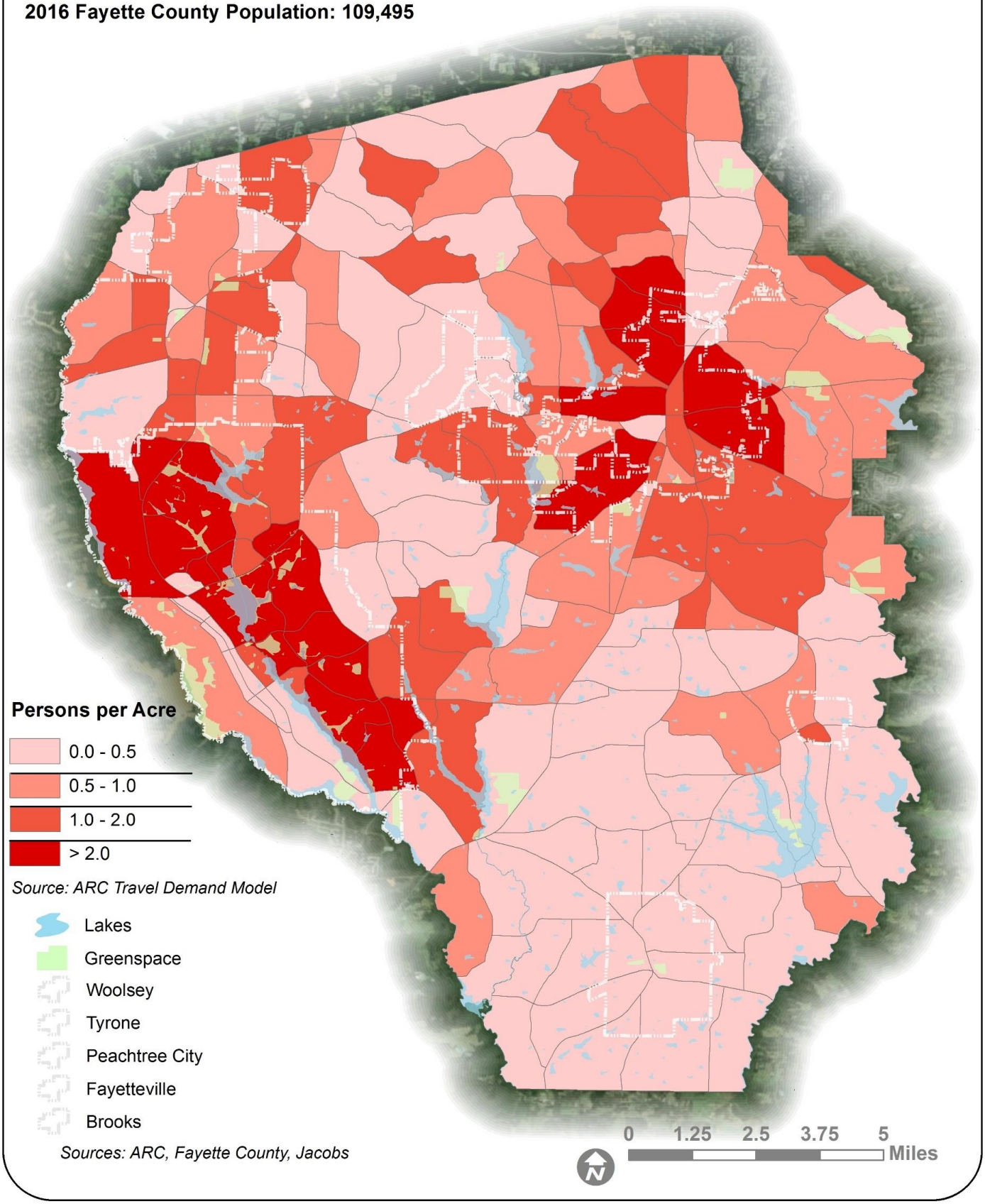
FAYETTE TRANSPORTATION PLAN

ORIGINS & DESTINATIONS

Population, Employment & Other Trip Generators

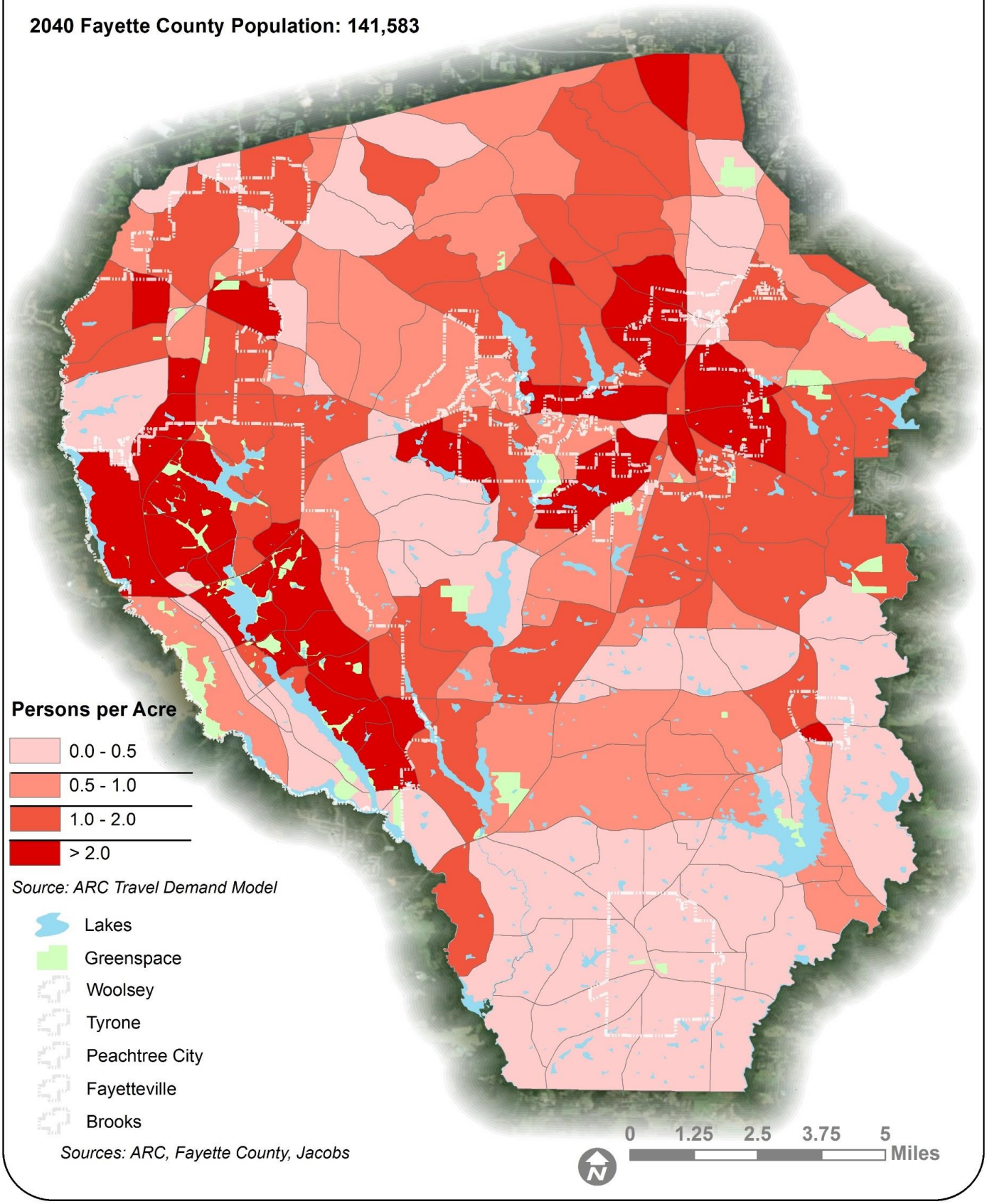
Existing Population Density (2017)

2016 Fayette County Population: 109,495



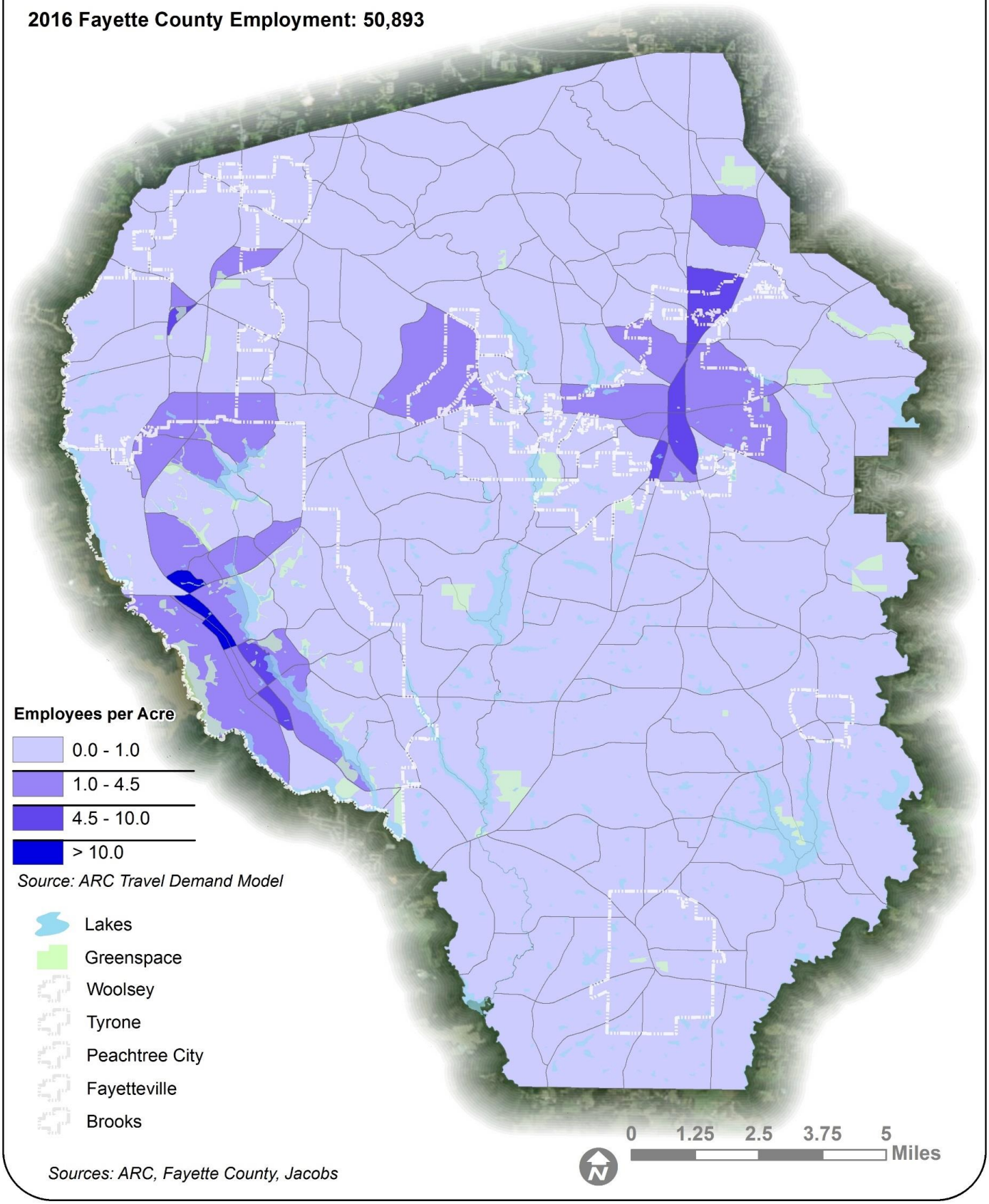
Projected Population Density (2040)

2040 Fayette County Population: 141,583



Existing Employment Density (2017)

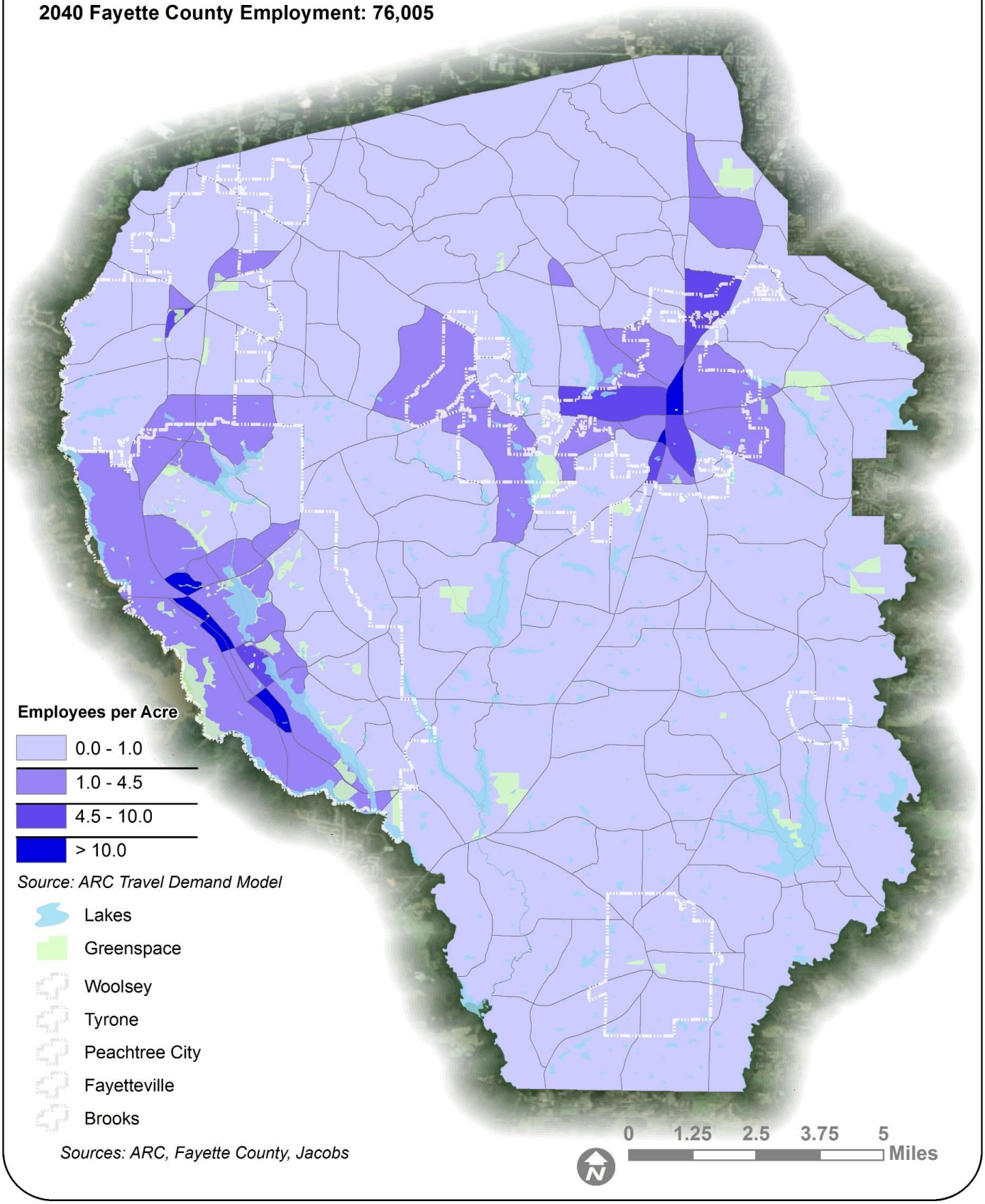
2016 Fayette County Employment: 50,893



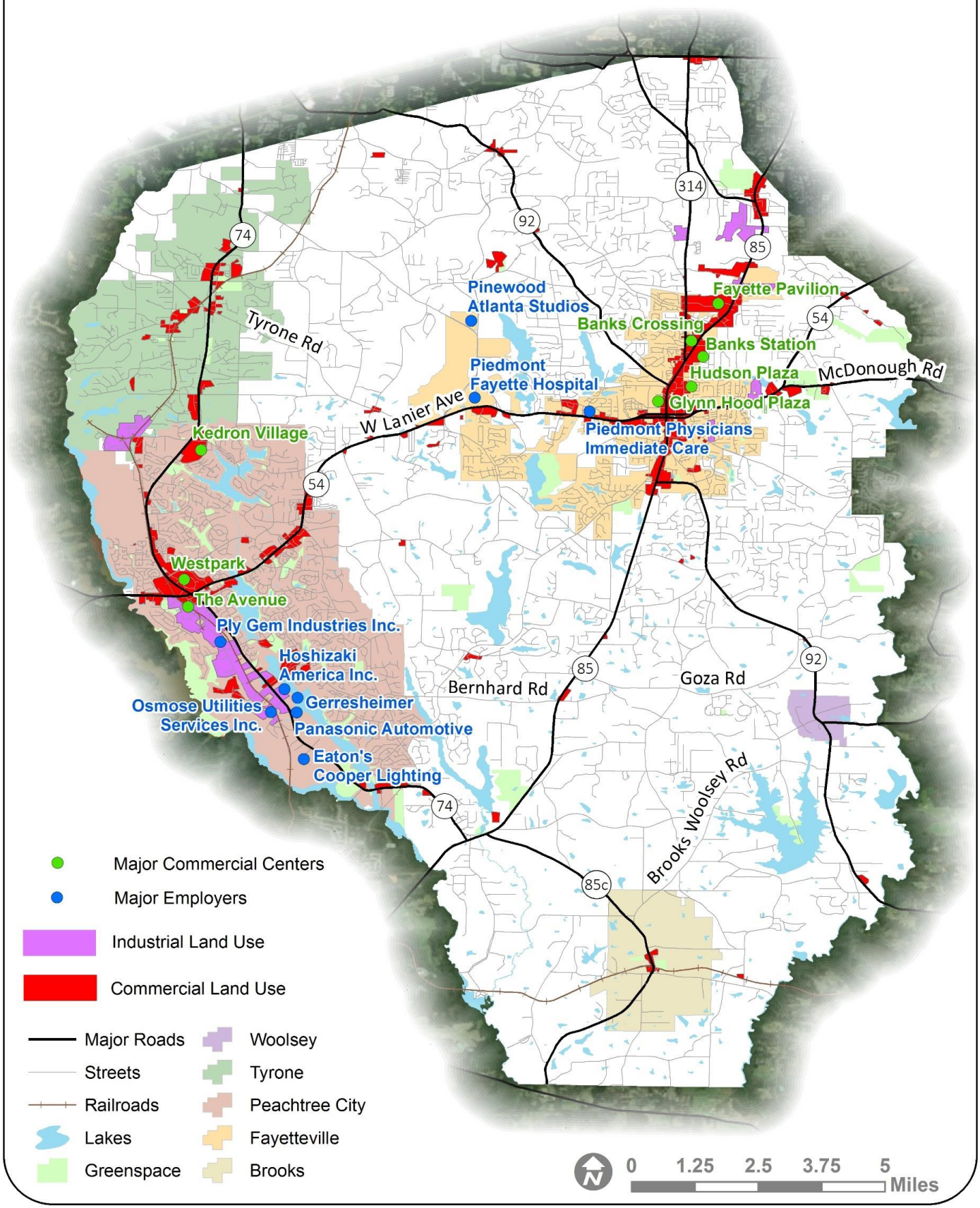
Sources: ARC, Fayette County, Jacobs

Projected Employment Density (2040)

2040 Fayette County Employment: 76,005



Major Trip Generators

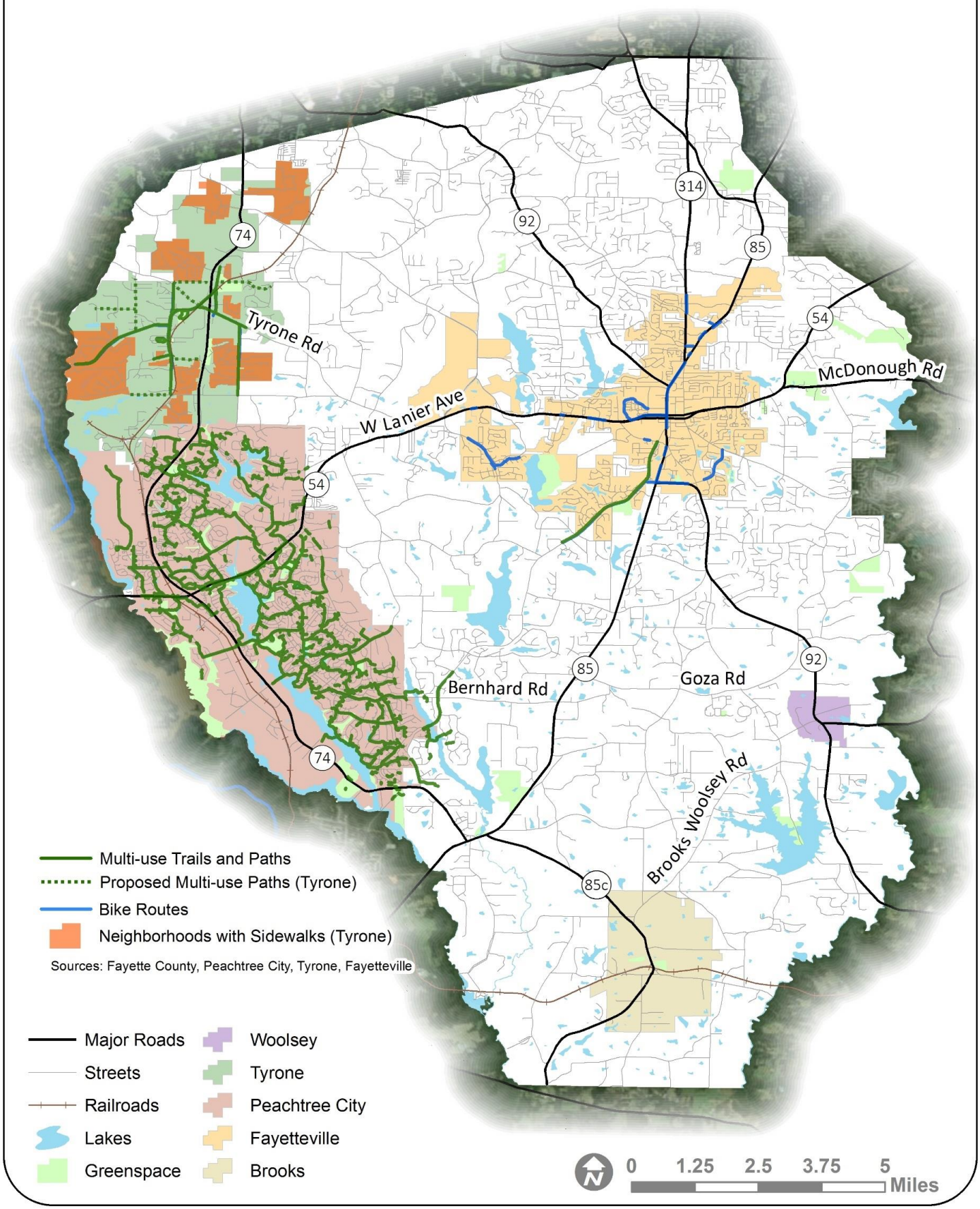


FAYETTE TRANSPORTATION PLAN

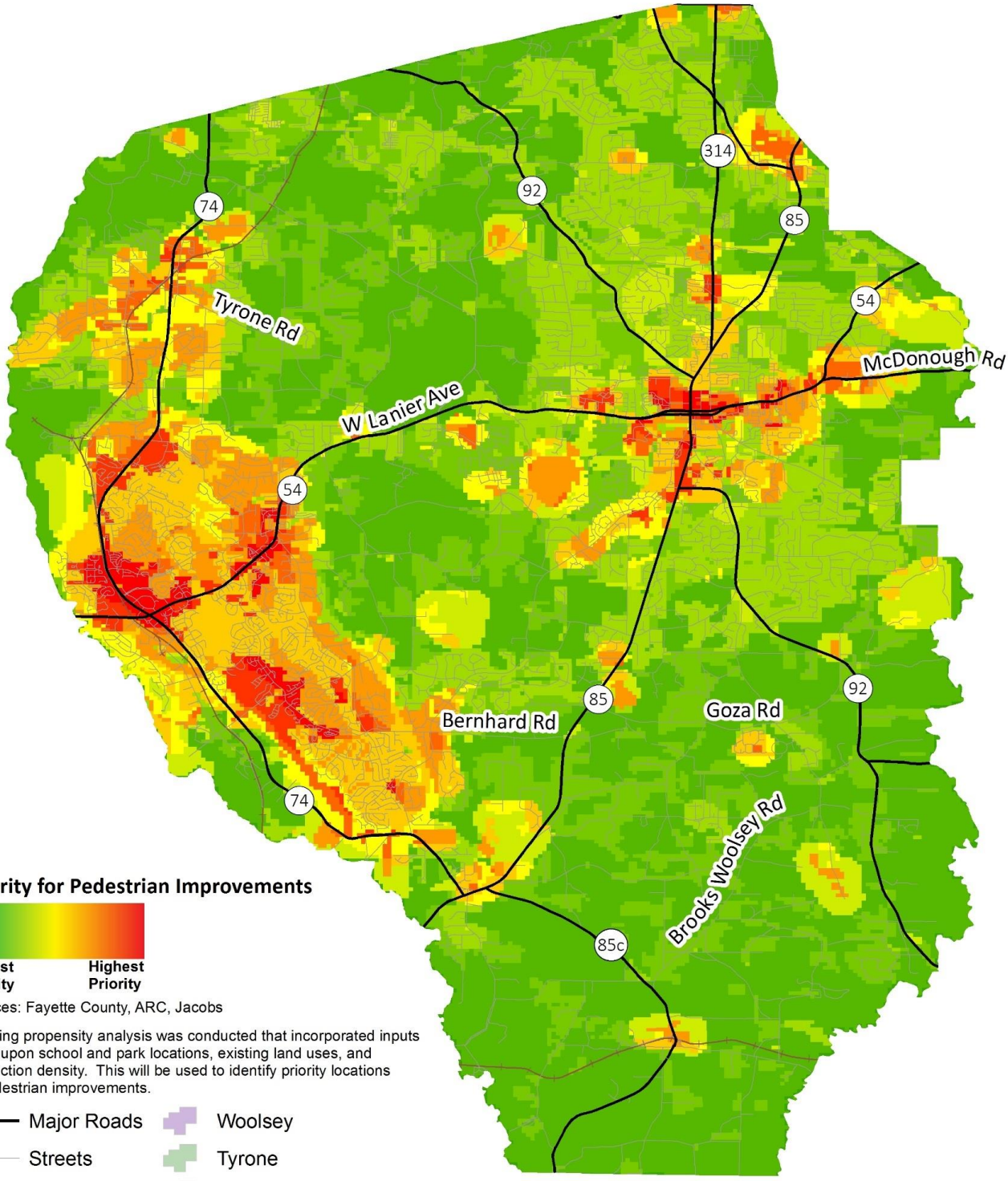
MASTER PATH PLAN

Walking and Biking

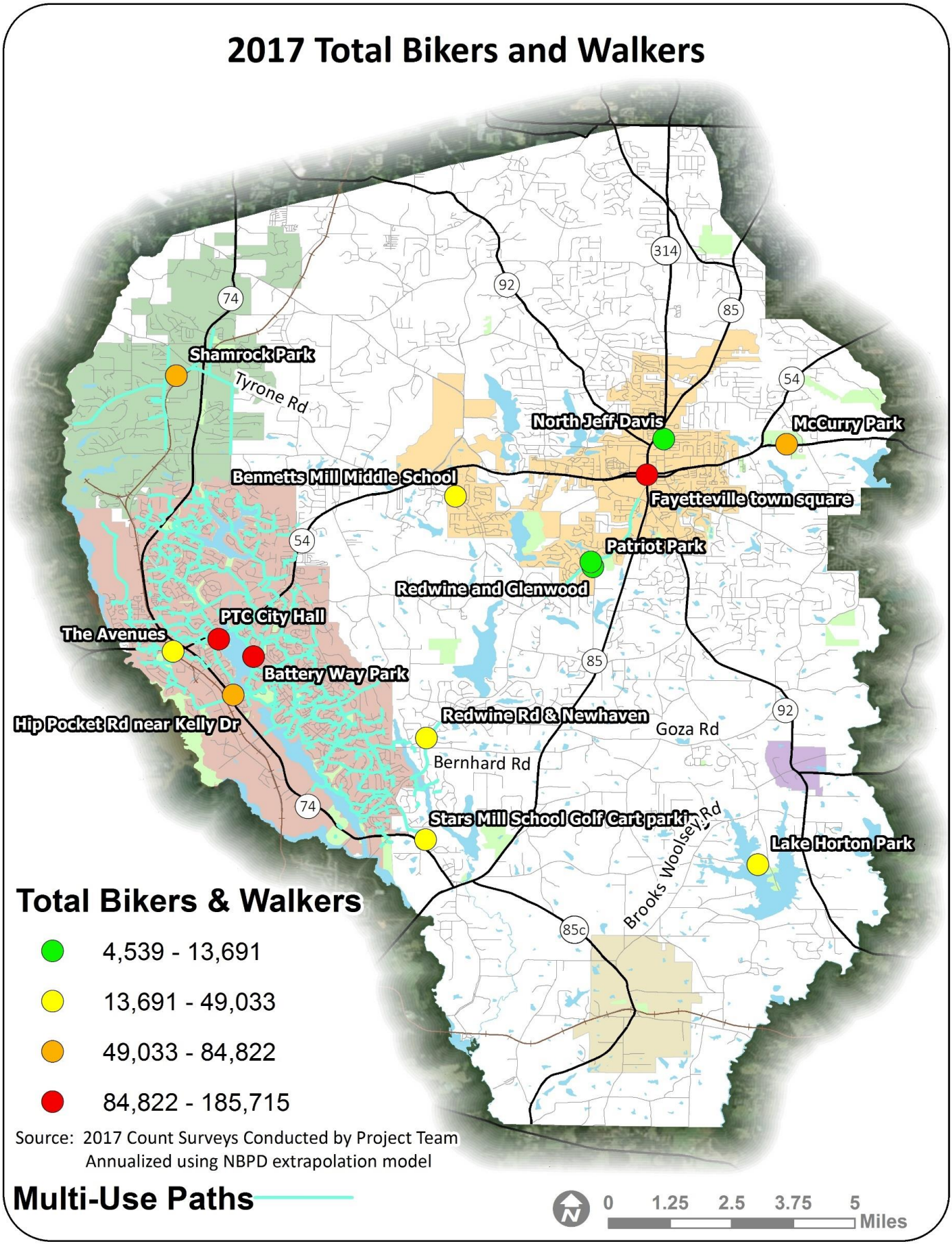
Bicycle and Pedestrian Facilities



Walking Propensity Analysis



2017 Total Bikers and Walkers



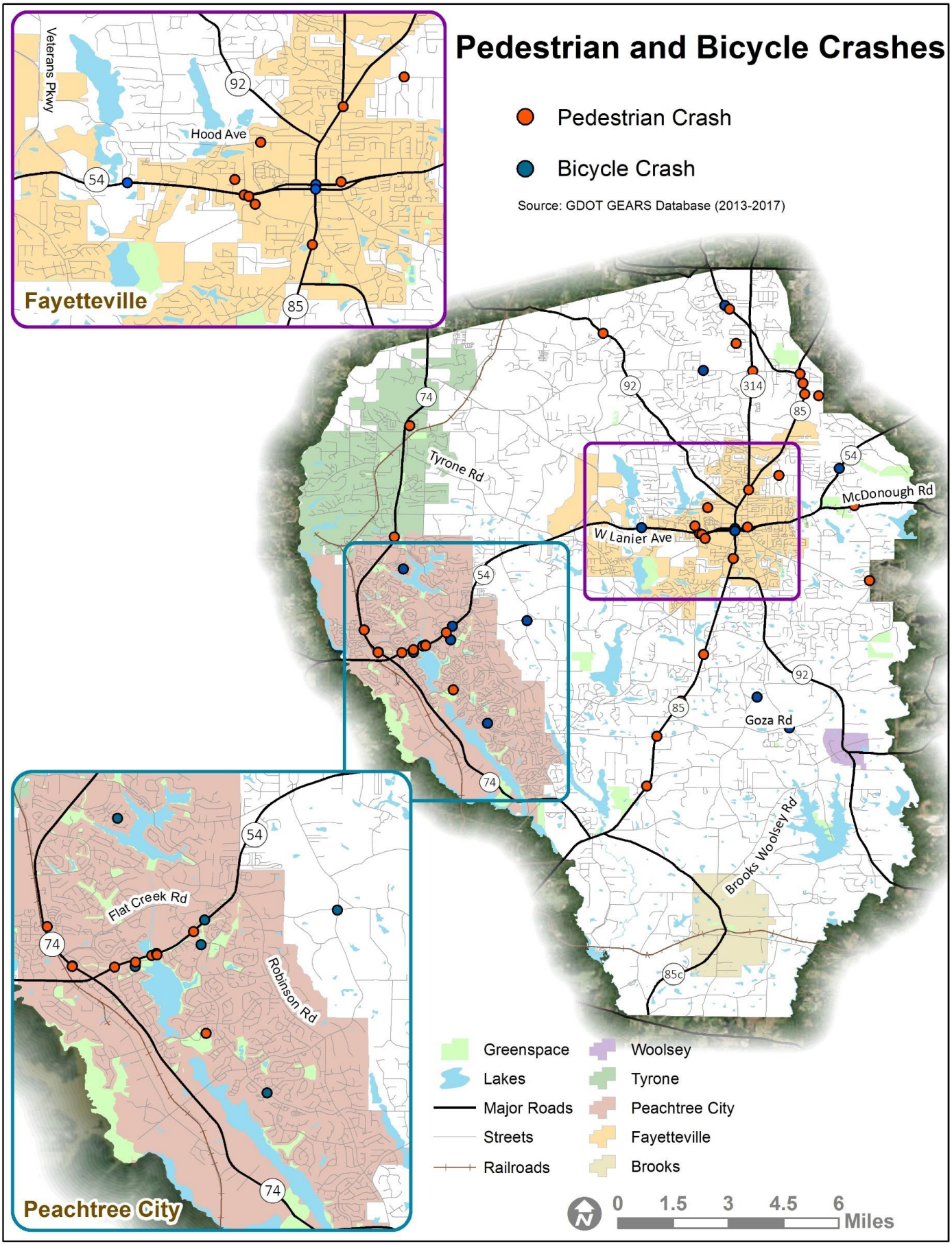
Total Bikers & Walkers

- 4,539 - 13,691
- 13,691 - 49,033
- 49,033 - 84,822
- 84,822 - 185,715

Source: 2017 Count Surveys Conducted by Project Team
Annualized using NBPD extrapolation model

Multi-Use Paths

0 1.25 2.5 3.75 5 Miles

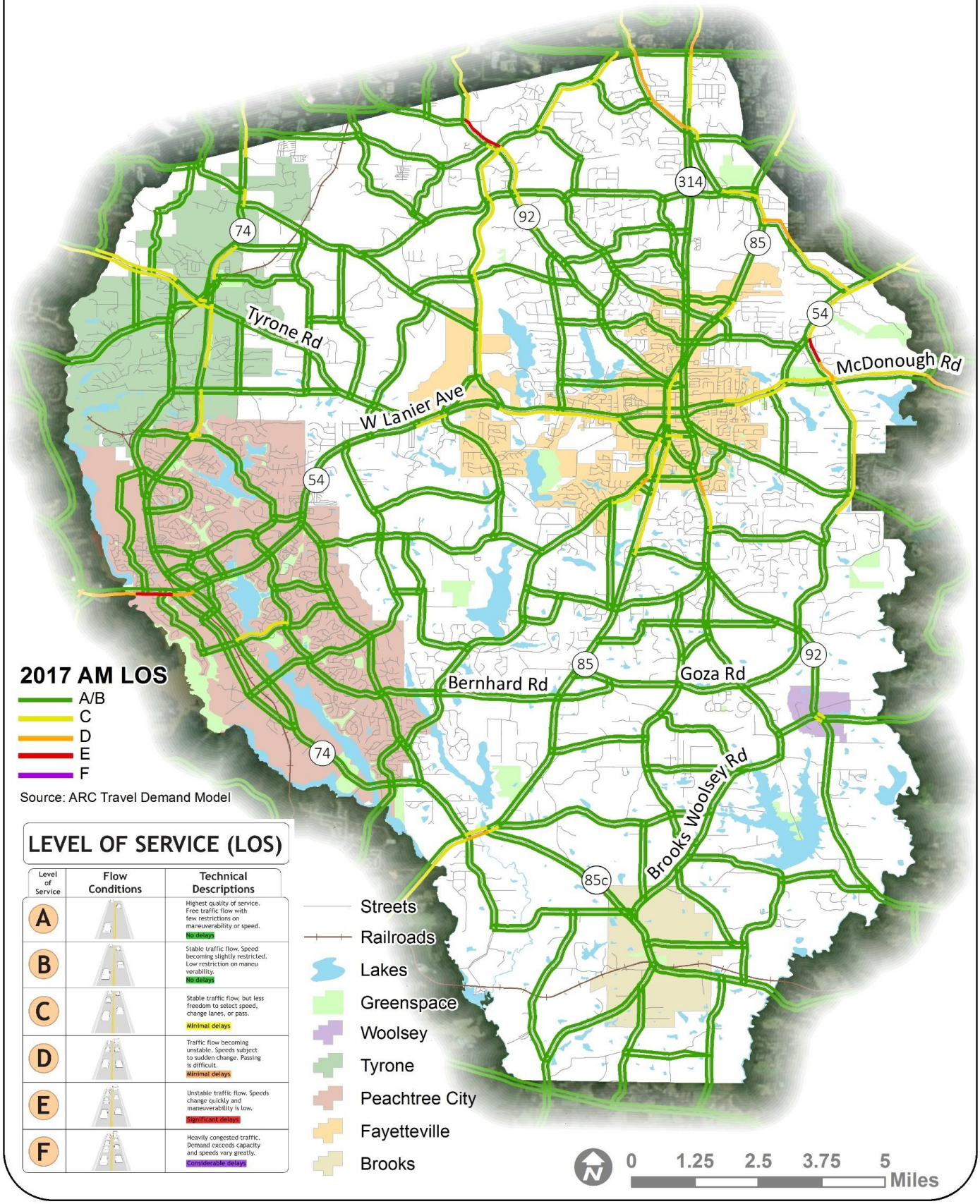

Pedestrian and Bicycle Crashes
Pedestrian Crash
Bicycle Crash
Source: GDOT GEARS Database (2013-2017)
Fayetteville
Veterans Pkwy
Hood Ave
92
54
85
Tyrone Rd
74
314
McDonough Rd
W Lanier Ave
Goza Rd
Brooks Woolsey Rd
Peachtree City
Flat Creek Rd
Robinson Rd
Greenspace
Lakes
Major Roads
Streets
Railroads
Woolsey
Tyrone
Peachtree City
Fayetteville
Brooks
0 1.5 3 4.5 6
Miles

FAYETTE TRANSPORTATION PLAN

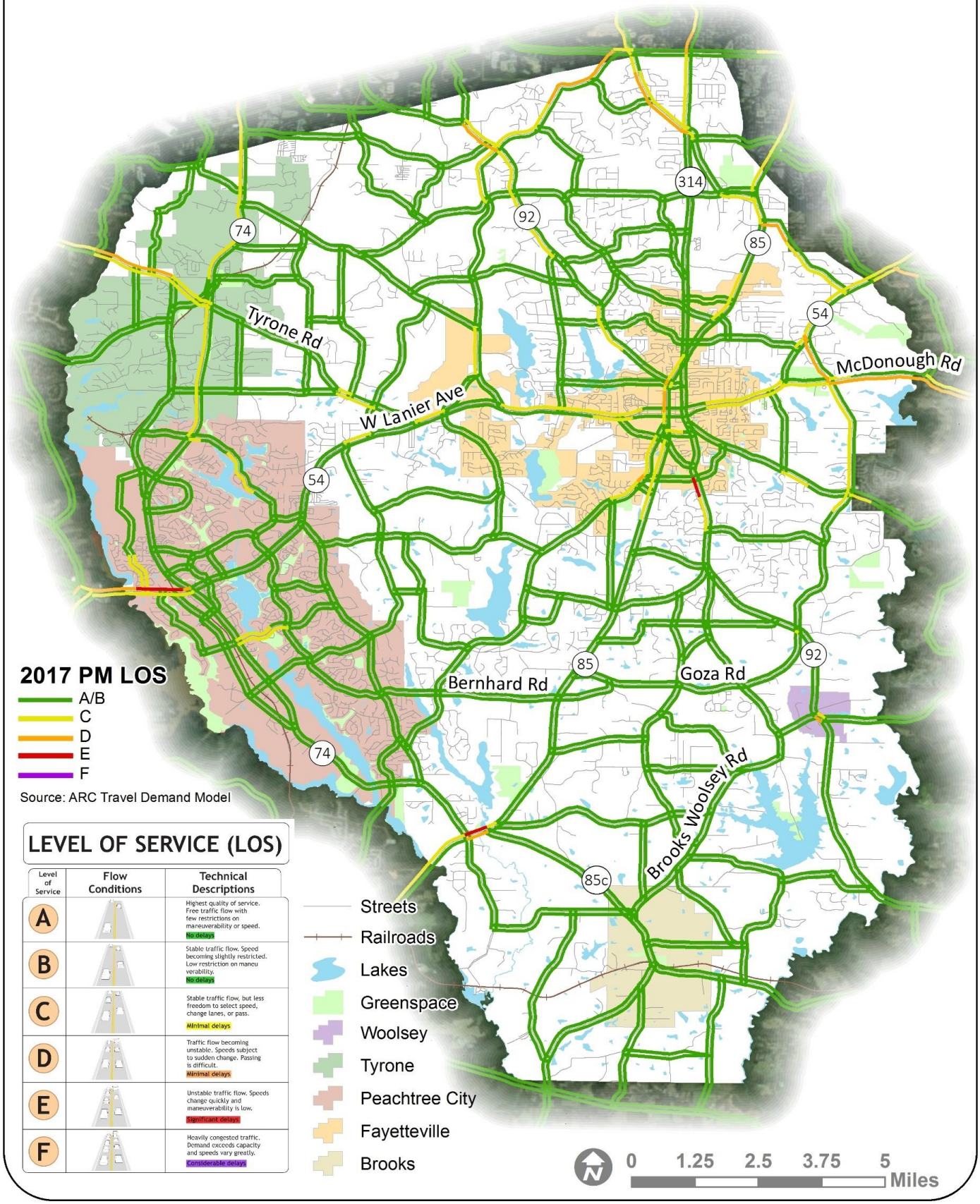
ROADWAY CONDITIONS

Congestion, Safety, Maintenance, Truck Routes

2017 AM Peak Period Traffic Congestion



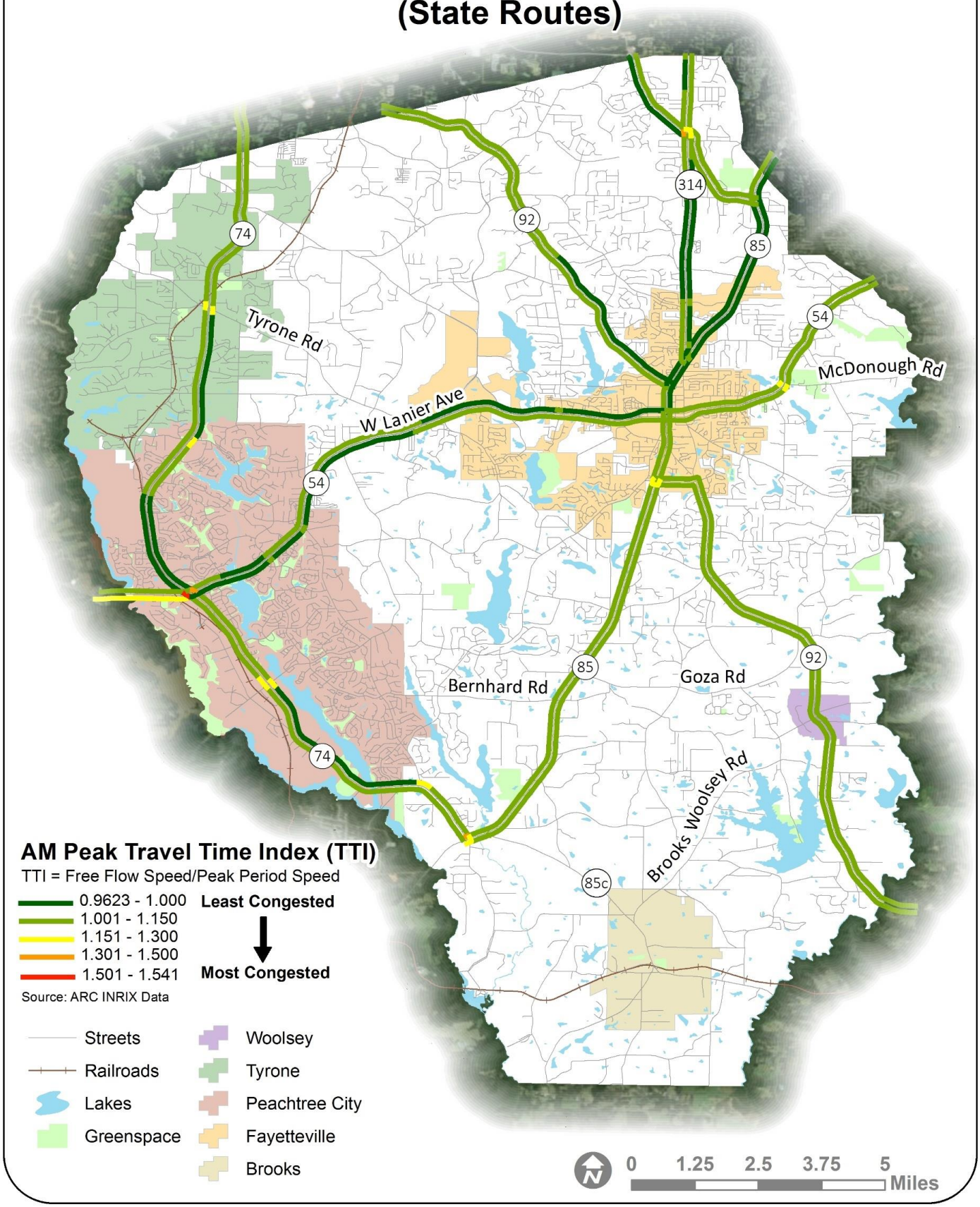
2017 PM Peak Period Traffic Congestion



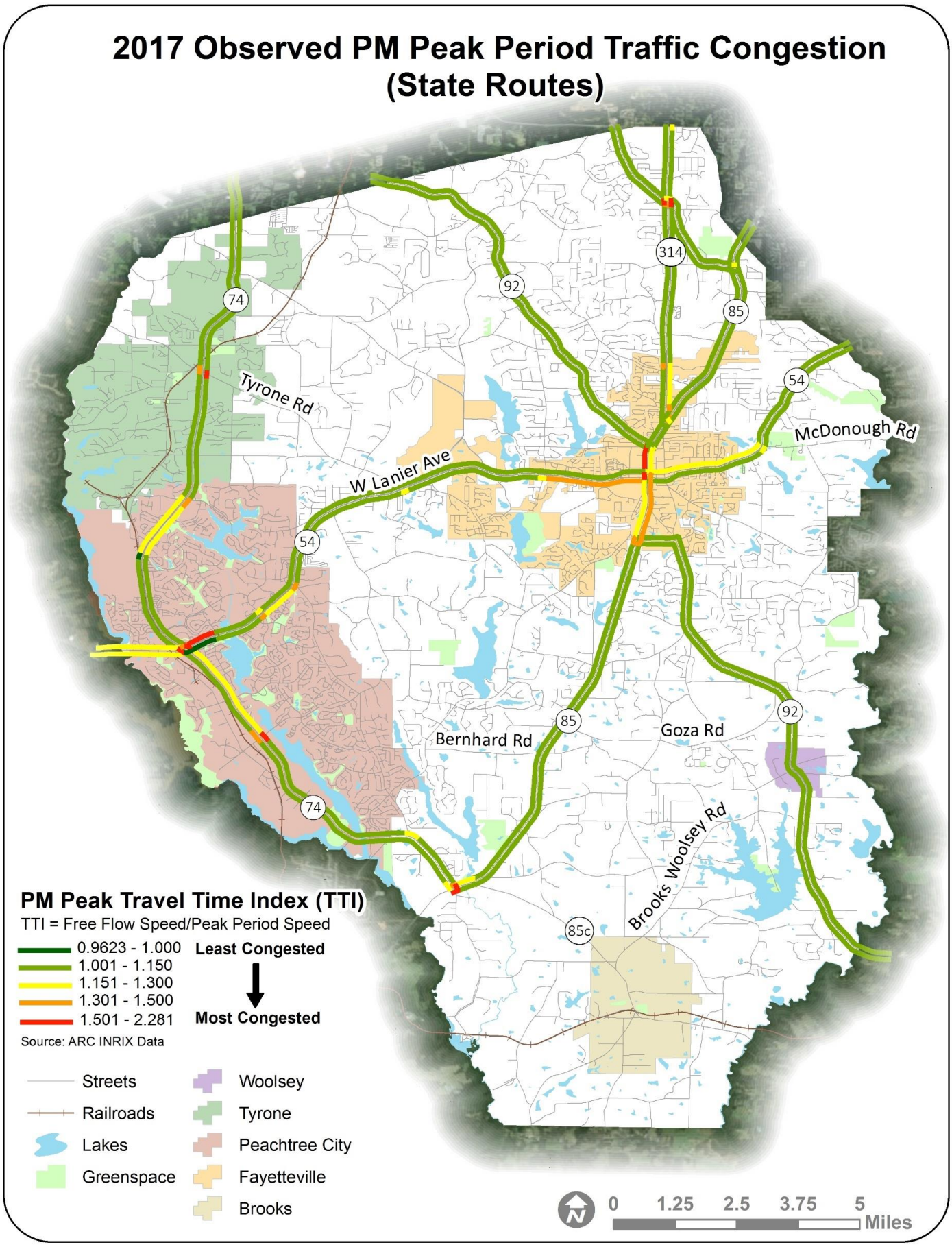
LEVEL OF SERVICE (LOS)

Level of Service	Flow Conditions	Technical Descriptions
A		Highest quality of service. Free traffic flow with few restrictions on maneuverability or speed. No delays
B		Stable traffic flow. Speed becoming slightly restricted. Low restriction on maneu verability. No delays
C		Stable traffic flow, but less freedom to select speed, change lanes, or pass. Minimal delays
D		Traffic flow becoming unstable. Speeds subject to sudden change. Passing is difficult. Minimal delays
E		Unstable traffic flow. Speeds change quickly and maneuverability is low. Significant delays
F		Heavily congested traffic. Demand exceeds capacity and speeds vary greatly. Considerable delays

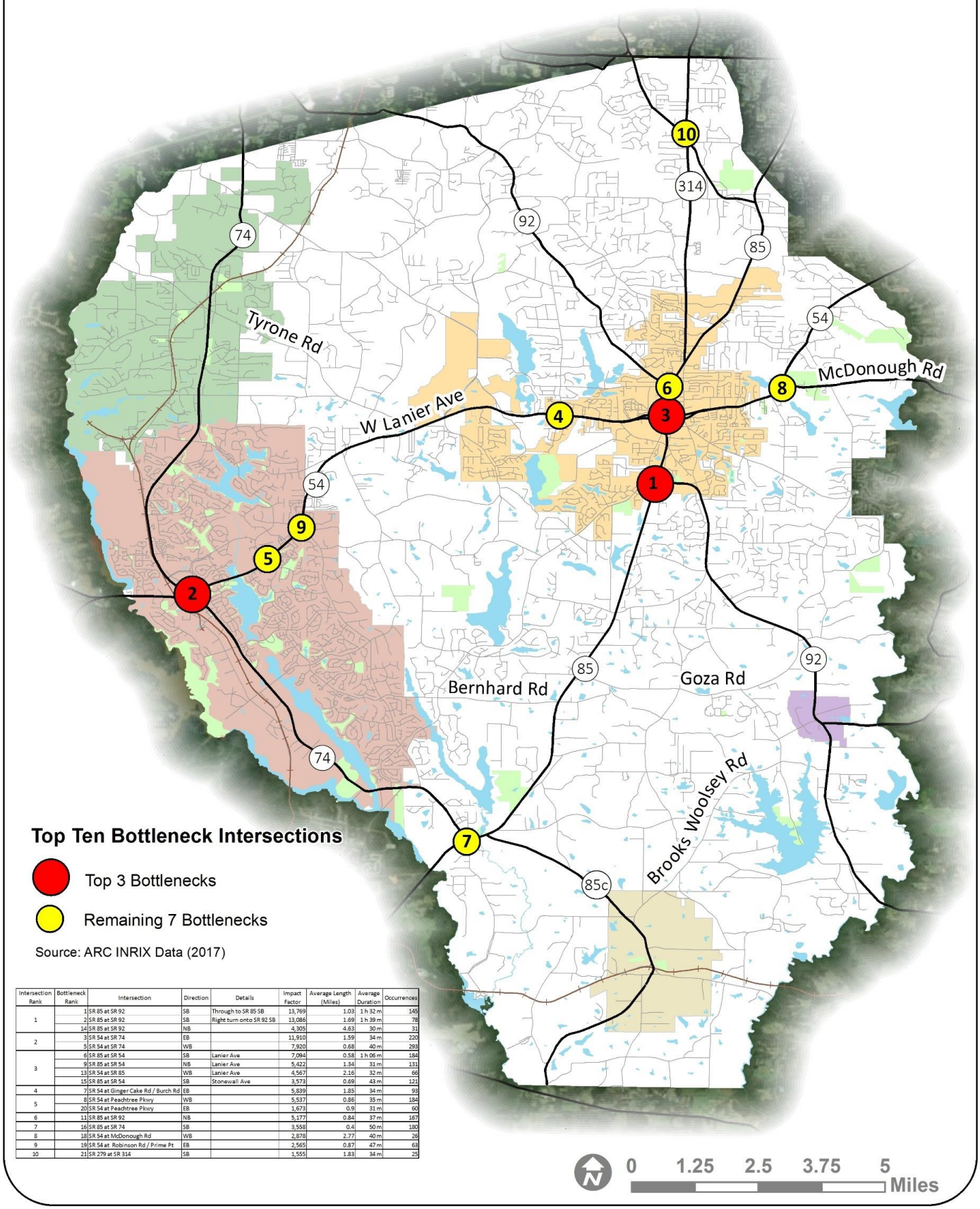
2017 Observed AM Peak Period Traffic Congestion (State Routes)



2017 Observed PM Peak Period Traffic Congestion (State Routes)

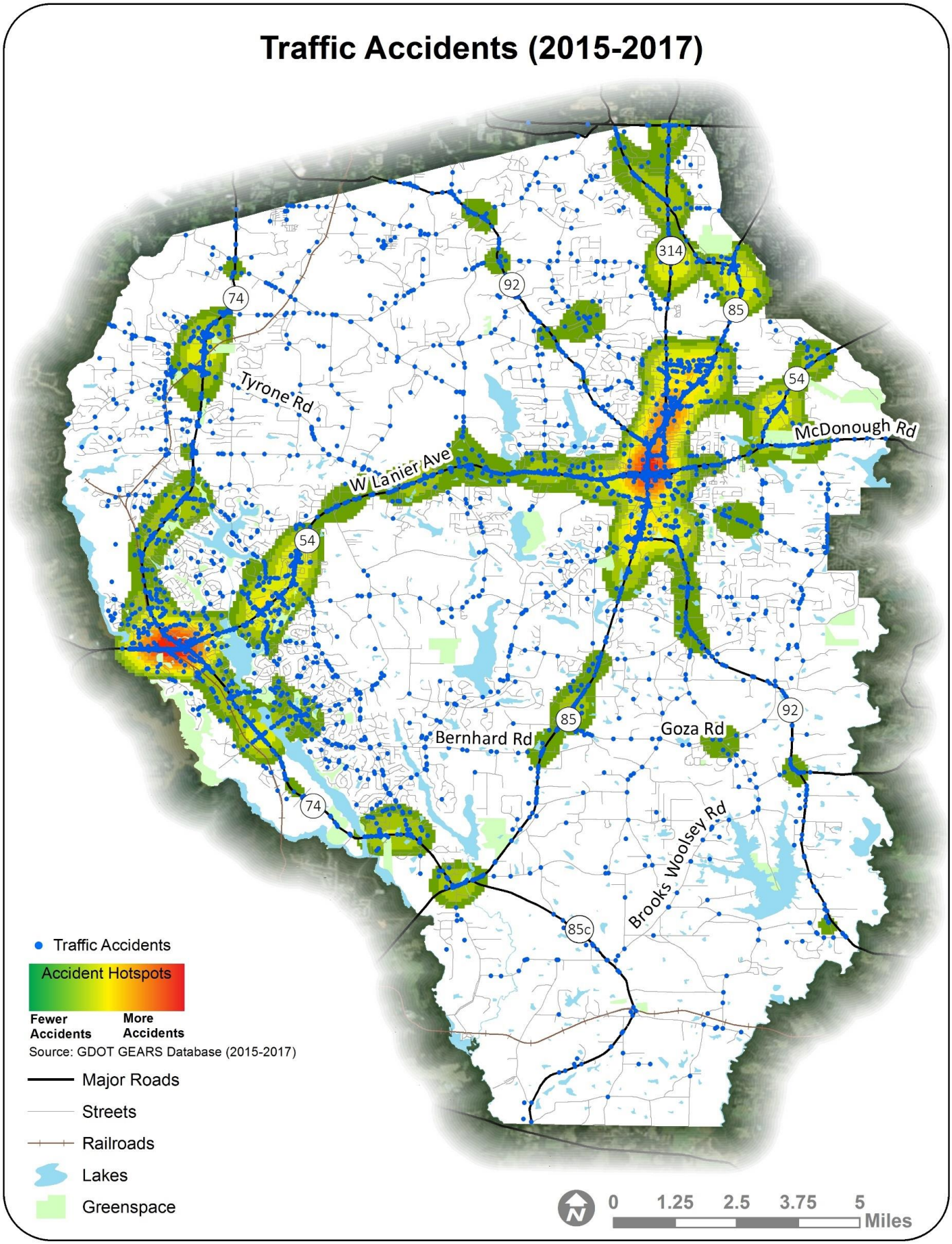


Top Ten Bottleneck Intersections (State Routes)

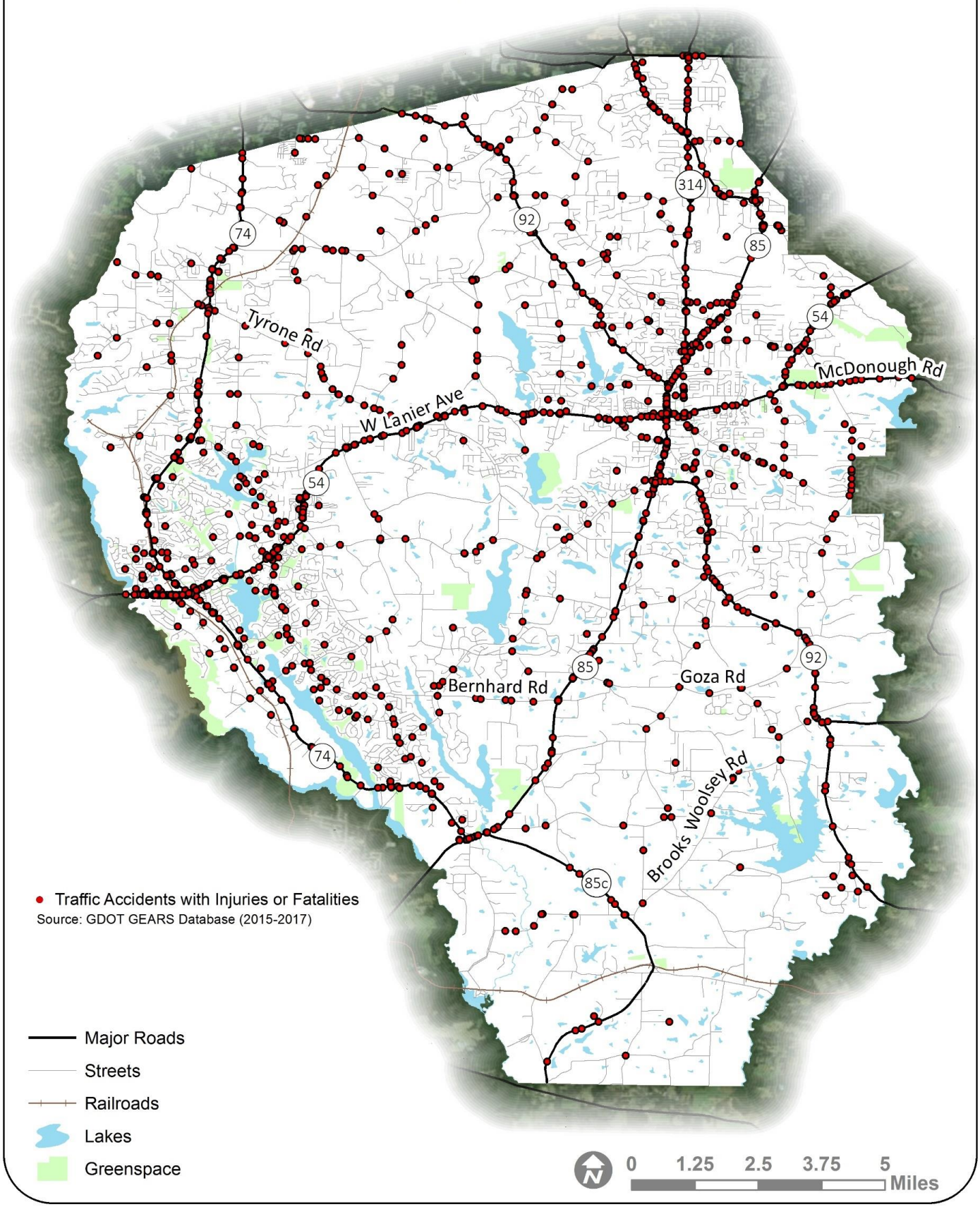


Intersection Rank	Bottleneck Rank	Intersection	Direction	Details	Impact Factor	Average Length (Miles)	Average Duration	Occurrences
1	1	SR 85 at SR 92	SB	Through to SR 85 SB	13,769	1.03	1 h 32 m	145
	2	SR 85 at SR 92	SB	Right turn onto SR 92 SB	13,086	1.69	1 h 39 m	78
	14	SR 85 at SR 92	NB		4,305	4.63	30 m	31
2	3	SR 54 at SR 74	EB		11,910	1.59	34 m	220
	5	SR 54 at SR 74	WB		7,920	0.68	40 m	293
3	6	SR 85 at SR 54	SB	Lanier Ave	7,094	0.58	1 h 06 m	184
	9	SR 85 at SR 54	NB	Lanier Ave	5,422	1.34	31 m	131
	13	SR 54 at SR 85	WB	Lanier Ave	4,567	2.16	32 m	66
	15	SR 85 at SR 54	SB	Stonewall Ave	3,573	0.69	43 m	121
4	7	SR 54 at Ginger Cake Rd / Burch Rd	EB		5,839	1.85	34 m	93
5	8	SR 54 at Peachtree Pkwy	WB		5,537	0.86	35 m	184
	20	SR 54 at Peachtree Pkwy	EB		1,673	0.9	31 m	60
6	11	SR 85 at SR 92	NB		5,177	0.84	37 m	167
7	16	SR 85 at SR 74	SB		3,598	0.4	50 m	180
8	18	SR 54 at McDonough Rd	WB		2,878	2.77	40 m	26
9	19	SR 54 at Robinson Rd / Prime Pt	EB		2,565	0.87	47 m	63
10	21	SR 279 at SR 314	SB		1,555	1.83	34 m	25

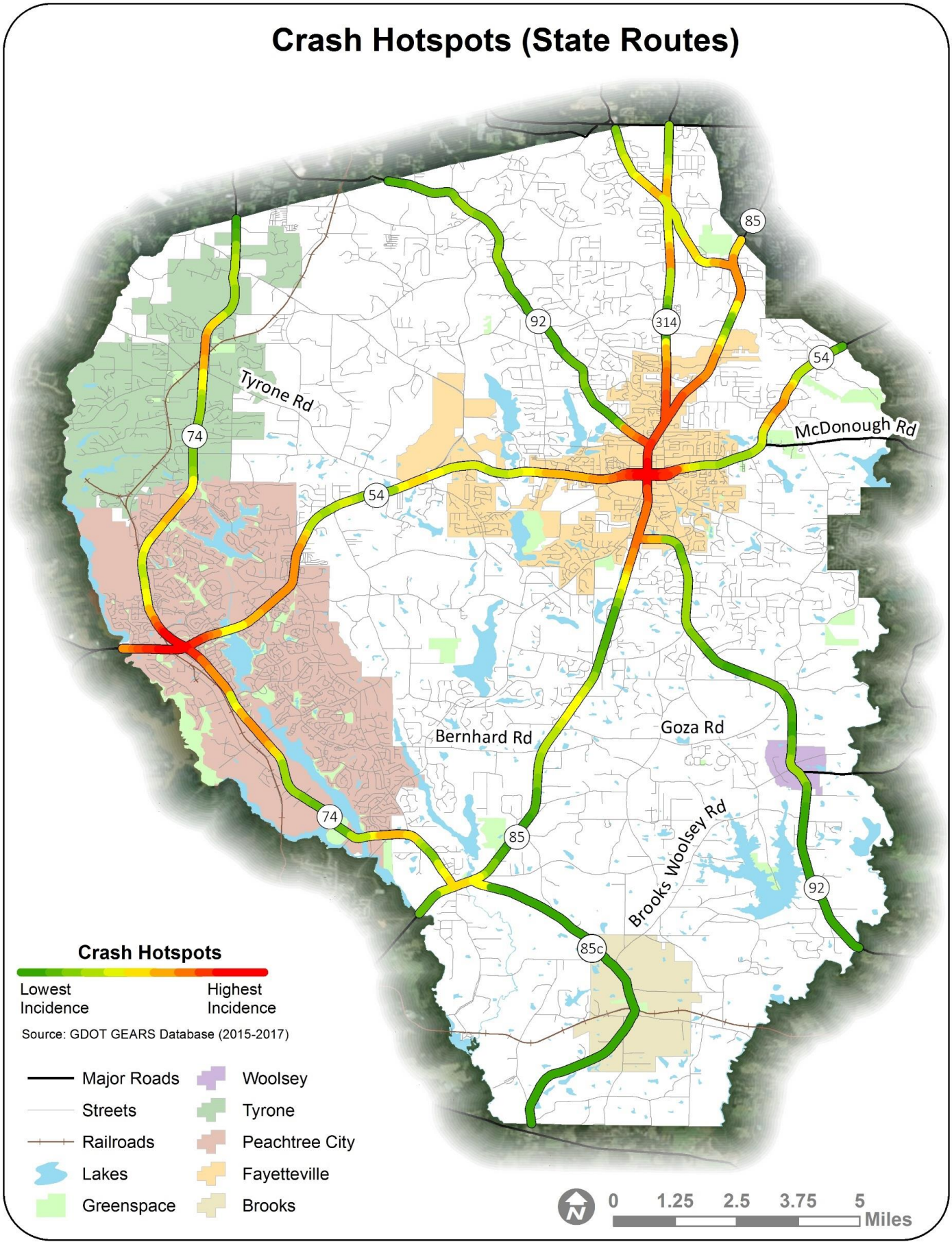
Traffic Accidents (2015-2017)



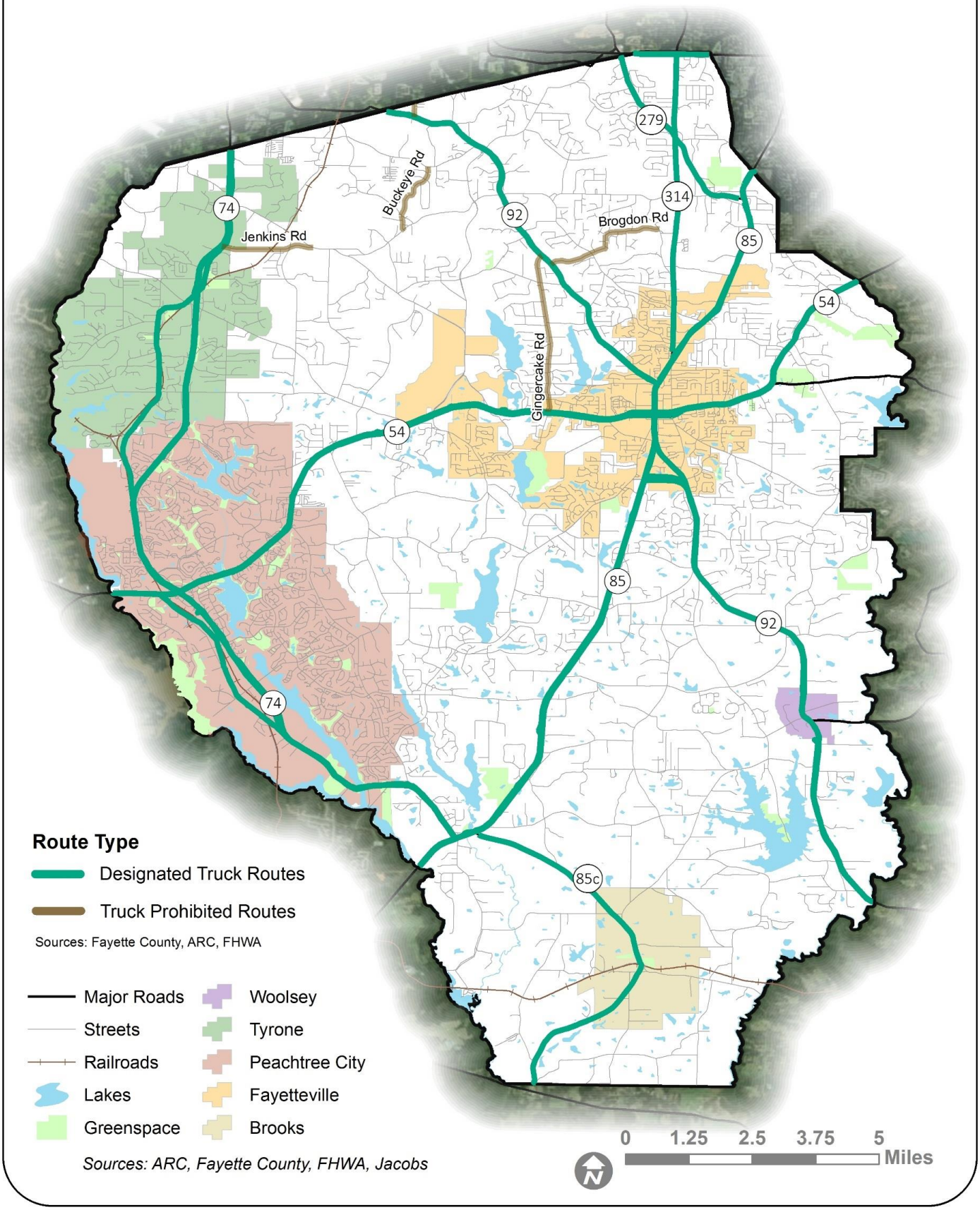
Traffic Accidents with Injuries or Fatalities (2015-2017)



Crash Hotspots (State Routes)

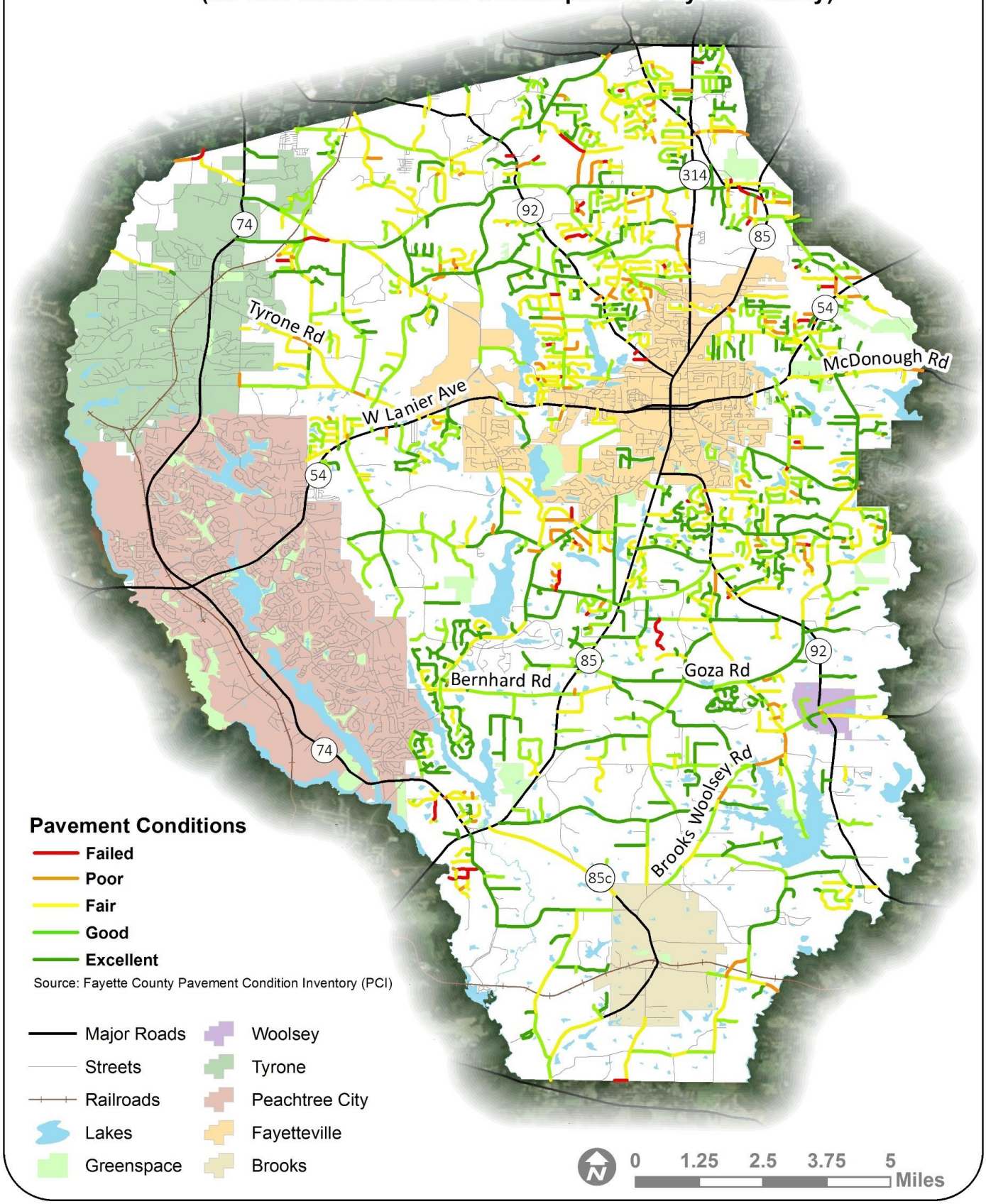


Designated Truck Routes and Truck Prohibited Routes



Roadway Pavement Conditions

(for Non-State Routes in Unincorporated Fayette County)

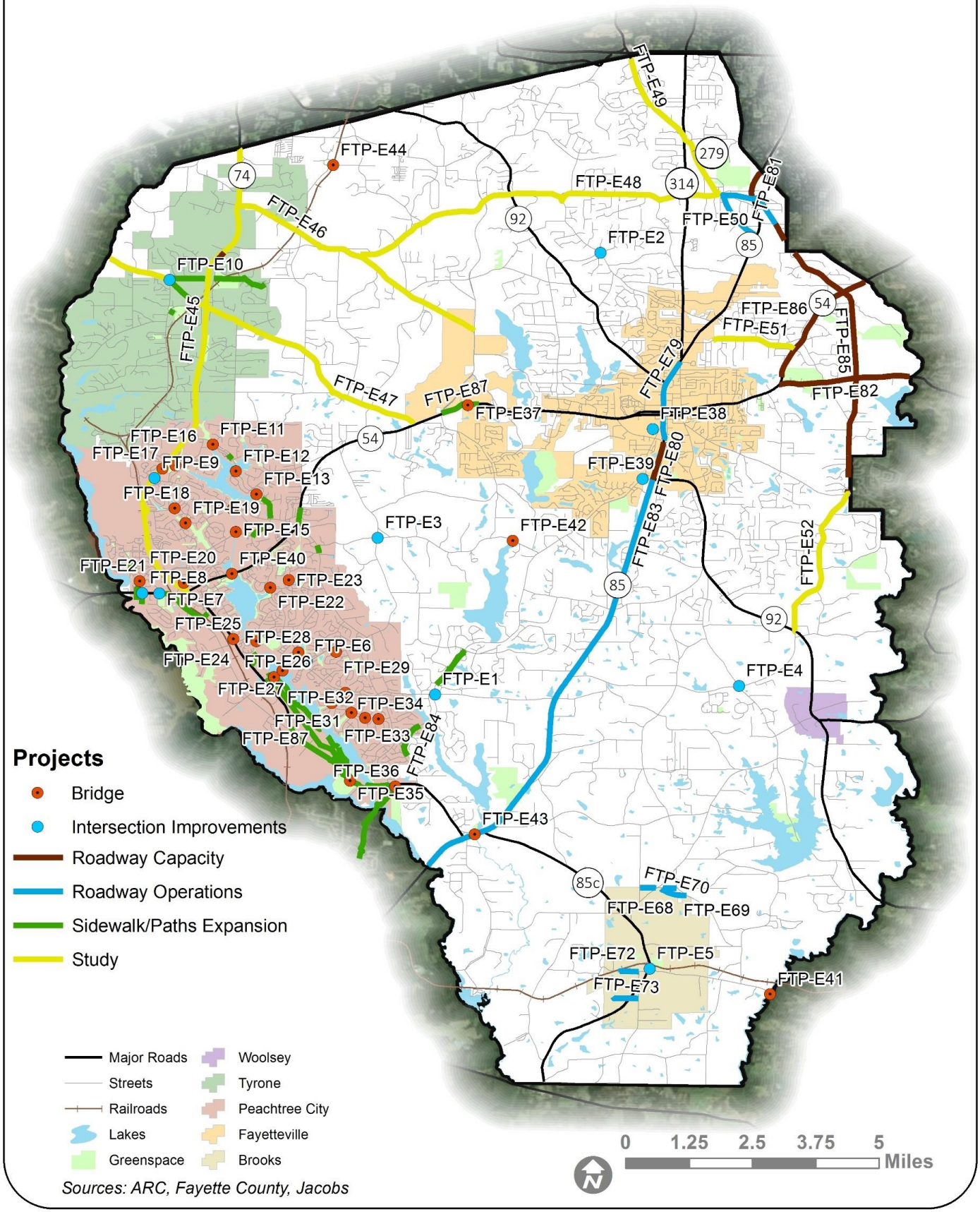


FAYETTE TRANSPORTATION PLAN

PLANNED PROJECTS

Projects currently under planning or design

Active Projects in Fayette County



Sources: ARC, Fayette County, Jacobs

FAYETTE TRANSPORTATION PLAN

SR 74 CORRIDOR

STATION:
background

SR 74
COMPREHENSIVE CORRIDOR STUDY

schedule & process

summer 2017 | fall 2017 | winter 2018 | spring 2018

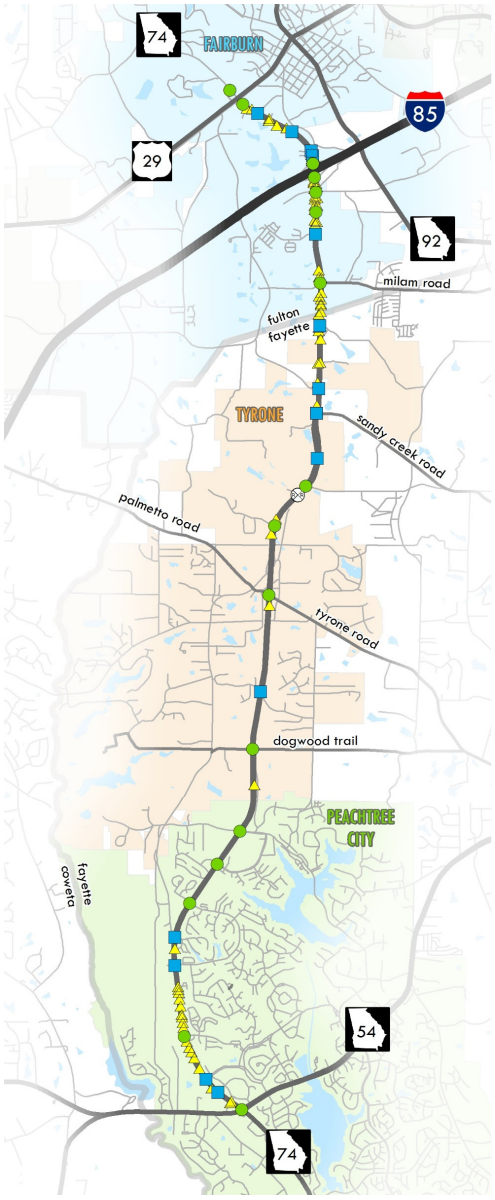
we are here

existing conditions
- ascertain overall vision for corridor
- field inventory and data collection
- review legacy of planning

needs assessment
- confirm overall vision for corridor
- understand likely future conditions
- anticipate corridor needs

evaluation
- develop alternatives
- address existing needs
- address future needs

recommendations
- determine solutions
- prioritize initiatives
- document

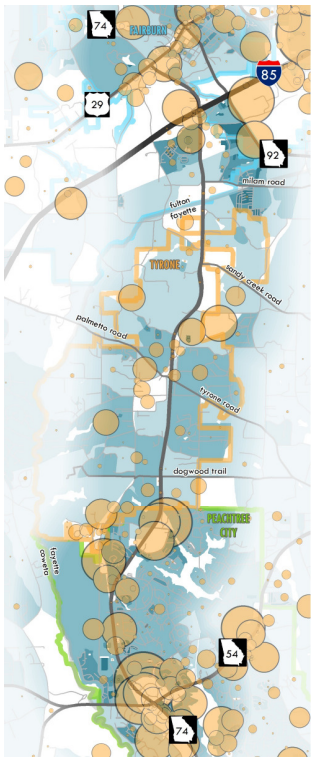


corridor access
- traffic signal
- median opening
- right-in/right-out
- at-grade railroad crossing

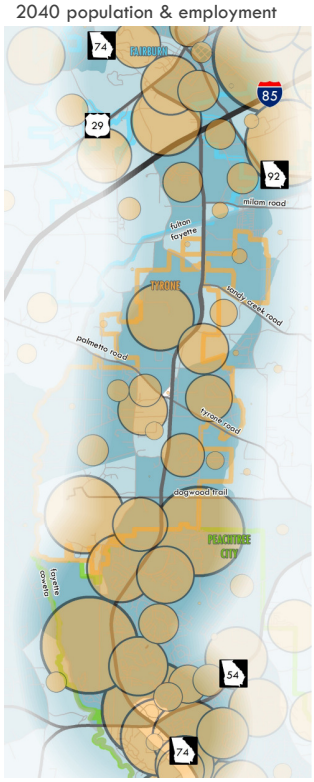
study purpose

The Fayette County Department of Public Works is embarking upon a comprehensive corridor study of State Route (SR) 74 from US Route 29 on the north end to SR 54 in Peachtree City. Serving as a primary commuting corridor in Fayette County, SR 74 carries over 36,600 vehicles per day. It is a heavily used corridor that traverses Fairburn, Tyrone, Peachtree City, and unincorporated Fayette County. SR 74 has been identified by previous planning efforts and studies as a corridor that is ripe for change. This Comprehensive Corridor Study will examine a 12 mile stretch of SR 74 from US Route 29 to SR 54 in Peachtree City. The study will establish a corridor vision that is supported by stakeholders and will set forth a plan for bringing the vision to reality.

2010 population & employment



anticipated
2040 population & employment



The corridor is anticipated to continue to attract population and employment growth. In the images to the left, which compare 2010 population and employment with anticipated year 2040 conditions, the areas of blue represent population, with the intensity of the color indicating the relative amount of population anticipated in those areas. Likewise, the orange dots represent employment, with the size of each dot indicating the relative amount of employment in each location.

FAYETTE

POND

STATION:
SR 74 vision

SR 74
COMPREHENSIVE CORRIDOR STUDY

access management

	do you agree?
• Implement corridor-wide access management policies to help maintain mobility	
• Implement access management practices such as frontage/backage/access roads and inter-parcel access to limit curb cuts on SR 74 while maintaining accessibility for residents and businesses	

accessibility/connectivity

• Maintain or enhance accessibility/connectivity for residents and businesses without negatively affecting mobility	
• Identify new corridors and access points to I-85 to improve accessibility and mobility. Possible new I-85 interchange at SR 92/Gullatt/Johnson Road.	
• Improve pedestrian and bicycle access to corridor destinations and amenities (retail, downtowns, parks, libraries, etc.)	

maintain and improve corridor aesthetics

• Implement corridor-wide design guidelines for both private development and transportation investments to ensure a cohesive, aesthetically pleasing corridor	
• Develop and implement consistent signage standards throughout corridor	
• Identify and install decorative treatments throughout the corridor to highlight SR 74 as a 'Gateway Corridor'	

seek opportunities to encourage and facilitate alternative travel modes

• Identify and implement transportation projects that encourage alternative modes of travel including pedestrian, bicycle, and transit	
• Identify potential funding opportunities to fund shuttles, park and ride lots, van pools, and ride sharing	

land use/development patterns

• Identify and adopt zoning and development standards that balance growth with roadway network capacities in order to maintain mobility.	
• Encourage development patterns that help reduce automobile trips (mixed-use, transit oriented, etc)	
• Accommodate anticipated economic development without jeopardizing corridor mobility.	

mobility

• Identify and implement transportation improvements that preserve or enhance traffic operations and travel times along the SR 74 corridor	
• Implement operational and capacity improvements to accommodate planned growth within the corridor.	
• Implement 'Smart Corridor' technologies such as adaptive signal control, queue detection, intelligent transportation systems (ITS) to improve traffic operations and safety within the SR 74 corridor.	

FAYETTE

POND

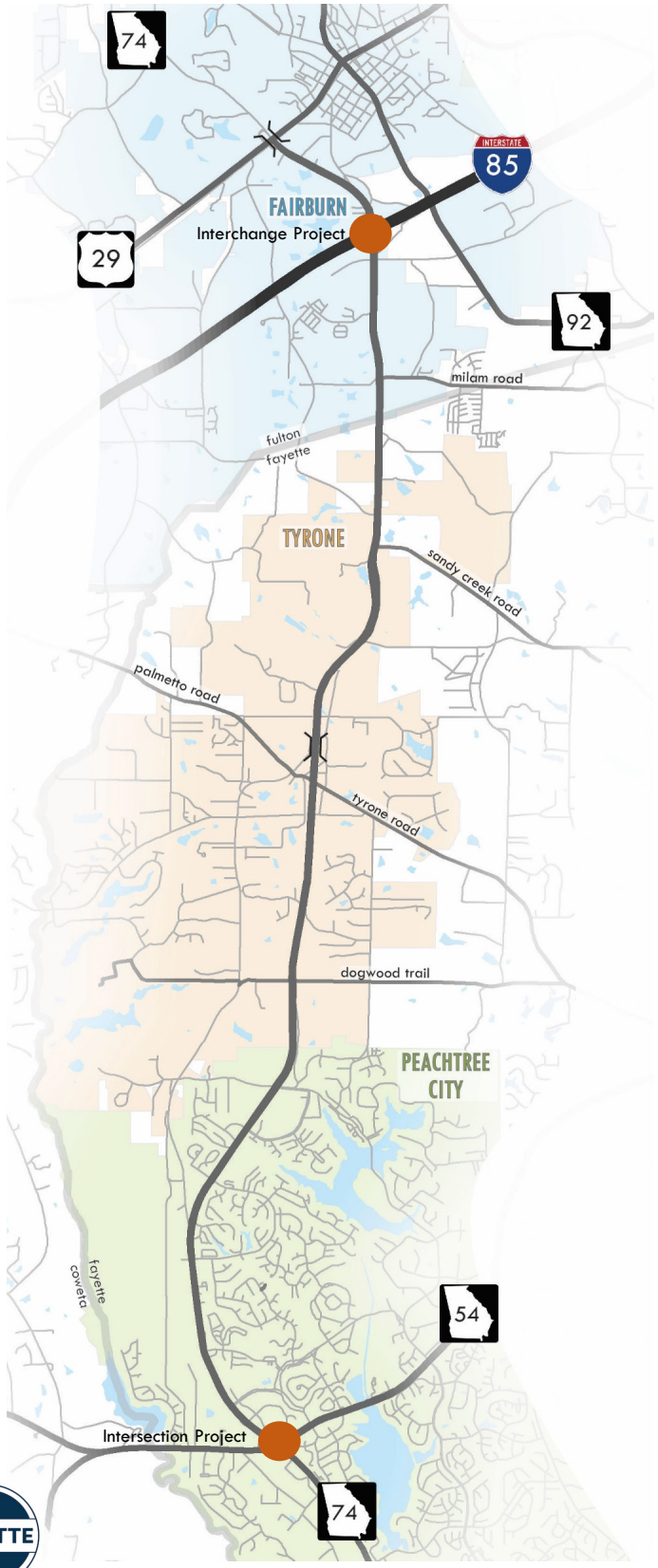
STATION:

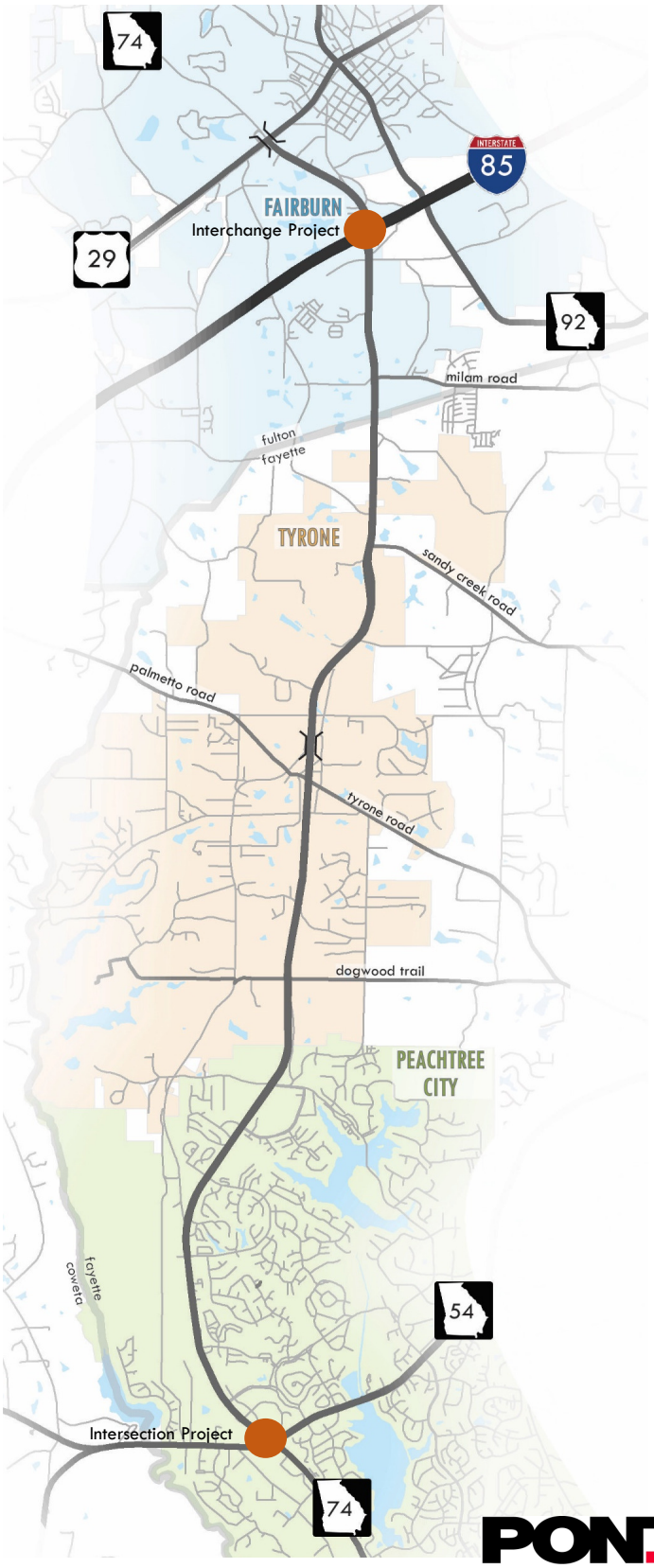
SR 74 congestion

SR 74
COMPREHENSIVE CORRIDOR STUDY

use either map below to tell us your top 3 locations to address traffic congestion on the SR 74 corridor…

Note: There are numerous proposed projects from the South Fulton CID Multimodal Study





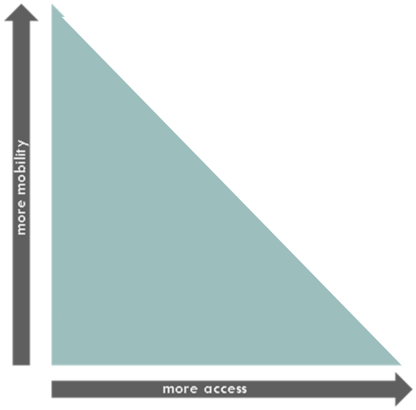
FAYETTE

POND

STATION:

mobility & access

SR 74
COMPREHENSIVE CORRIDOR STUDY



Corridor planning is often thought of in terms of mobility or access, two inversely related corridor treatments. For instance, freeways maximize mobility with access limited to only interchanges. In contrast, local streets maximize access with driveways and curb cuts to residential homes and businesses at the expense of mobility.

Initial discussions with area stakeholders suggest there are parts of the SR 74 corridor that we should implement design treatments that maximize for access and other areas we should maximize for mobility.

Prioritize Access?
easier to get in and out of businesses, but slower driving along SR 74

YES!	NO!

Prioritize Mobility?
harder to get in and out of businesses, but faster driving along SR 74

YES!	NO!

Prioritize Access?
easier to get in and out of businesses, but slower driving along SR 74

YES!	NO!

Prioritize Mobility?
harder to get in and out of businesses, but faster driving along SR 74

YES!	NO!

Prioritize Access?
easier to get in and out of businesses, but slower driving along SR 74

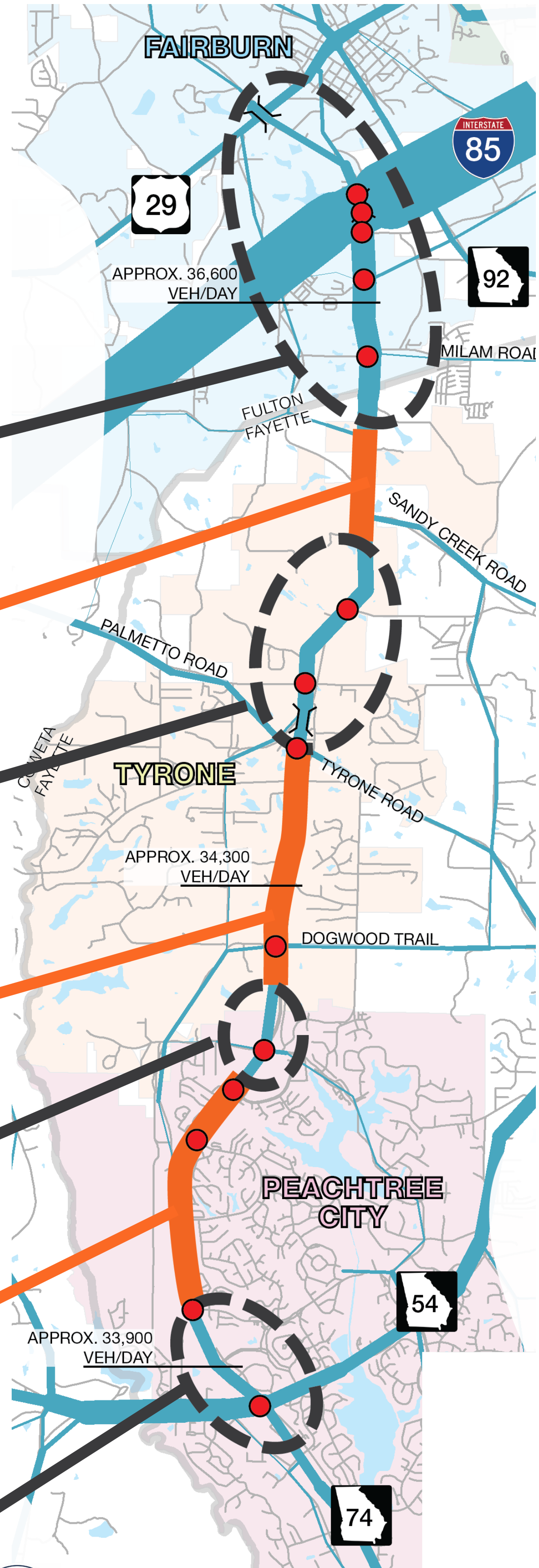
YES!	NO!

Prioritize Mobility?
harder to get in and out of businesses, but faster driving along SR 74

YES!	NO!

Prioritize Access?
easier to get in and out of businesses, but slower driving along SR 74

YES!	NO!



FAYETTE

POND